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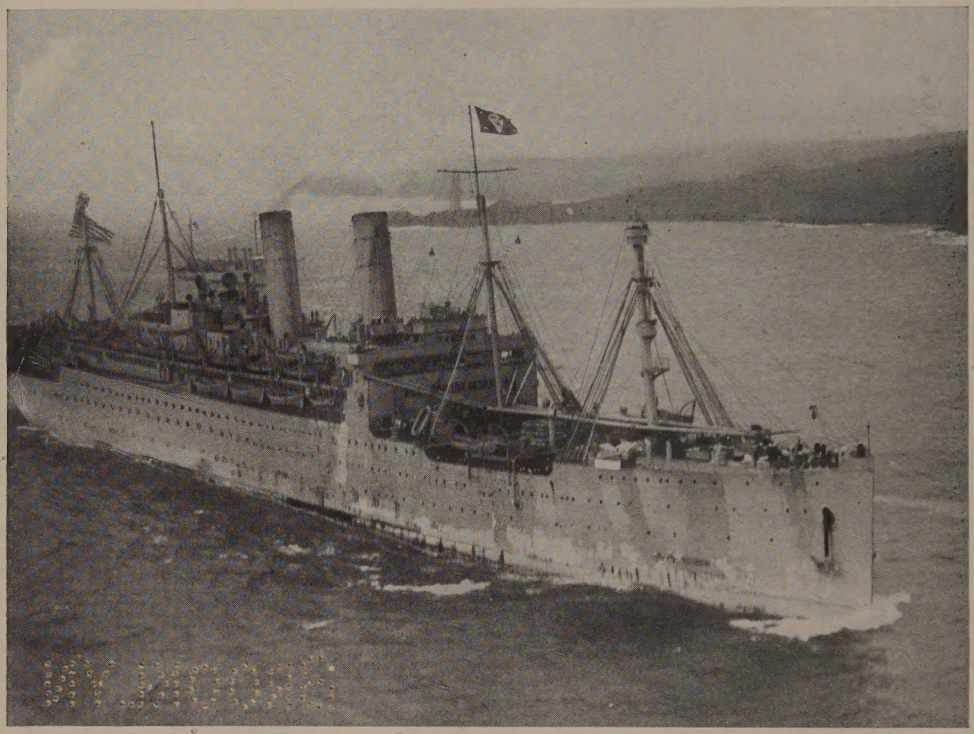

"THE PRESIDENT'S SHIP," THE U. S. S. GEORGE WASHINGTON

Flying the President's Flag for the first time in a foreign port, entering the harbor of Brest, France, December 13, 1918.

THE HATCHET

OF THE

UNITED STATES SHIP
"GEORGE WASHINGTON"

COMPILED BY

CAPTAIN EDWIN T. POLLOCK, U. S. NAVY

AND

LIEUT. (J. G.) PAUL F. BLOOMHARDT

Chaplain Corps, U. S. Navy

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BY CAPTAIN EDWIN T. POLLOCK, U. S. N.

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CORRECTIONS AND ADDITIONS FOR THE FIRST EDITION OF
THE HATCHET

Note:—The difficulty of securing accuracy in publishing a book on land while the ship is at sea is self evident. The George Washington spent but thirteen days at New York out of the first three months (less the last week in March) of the present year. The following have come to notice to date, April 16, 1919. Other corrections will doubtless appear and are to be expected, especially in the lists of names appended at the end of the book.

Page "Contents", fourth line from the bottom, the figure 3 is inverted. Tenth line from the bottom, change "of" to "on".

Page "List of Illustrations", last line, substitute 259 for 257.

Page 1, column 2, line 11, substitute "Byron" for "Byson".

Page 2, add—"The work of preparing copy, typesetting, press feeding and distribution was divided among ship's printers Wall, Abbott and Mantlow, and the following men from troops on board: E. H. Groth, C. J. Albee, H. A. Martin, G. S. Moberg, H. T. Horn, S. T. Olafson, Julius Feiges, Fred Freund, W. A. Tinsley, Orvis Miller, F. D. Sackett, D. M. Kenyon, W. H. Smith, G. G. Whiteck, and Alex. Lurye.

"On this trip which began on February 18, 1918 there were on board Major General William G. Haan the Commanding General of the 32nd Division and his personal staff. Other larger units that were being transported were the 127th Infantry, the 119th Machine Gun Battalion, and a battalion of the 24th Engineers. In addition the ship carried the Headquarters Detachments of the 93rd Division, the 64th Brigade, and the 57th Field Artillery Brigade".

Page 6, column 2, near bottom, add T to U-BOA.

Page 31, column 1, line 3, change "Vanwinkle" to "Van Winkle".

Under illustration opposite page 51, line 6, change "1913" to "1918".

Page 61, column 1, line 13, change to read:— "Headquarters Detactment of the 37th Engineers, a Camp Grant Labor Battalion and Advance School Detachments of the 27th, 30th, 33rd and 78th divisions.

Page 85, column 1, line 18, insert comma after "Brigade". Last half of fourth paragraph, change to read—"Lieut.-Cmdr. J. W. Bunkley, U. S. N., wrote the articles concerning insignia. Chap. H. R. Hume contributed the series of editorials. Lieut. H. A. Payne filled the daily column of sports. To Ensign A. J. Cook, U. S. N. credit must be given for the several poems. Chief Yeoman E. J. Cunningham also rendered assistance in the editorial office".

Page 111, column 1, line 3, change "114th Inf-" to "144th Inf-" Column 2, line 21, insert "of" after "credit".

Page 155, middle column, line 20, correct "rhose" to "those".

Page 203, column 2, line 6, change "Irwin" to "Erwin". Change "T. Chamberlin" to "T. D. Chamberlain".

Page 222, column 1, line 14, change "marines" to "marine".

Page 223, column 1, line 3, change "castings" to "casings".

Page 224, column 1, line 7, change "scalded" to "scaled".

Page 229, line 14, change "6,325" to "5,325".

Page 234, in the second commendatory letter after paragraph 3, add—"4. * * * * * * " (i. e. to show remainder of letter omitted.)

Page 235, omit the asterisk (*) before "Enright". Between "Chaplowe" and "Coates" insert — "Clarke, Eveline A., Nurse, R. F.....Dec. 2, 1918". After "Burkhardt" change "Sept. 6, 1917" to "July 20, 1917". After "Gillson" change "Sept. 6, 1917" to "August 18, 1917". After "Gray..... Sept. 27, 1918" omit the following "Jan. 1, 1819".

Page 236, after "Keene" change "Sept. 6, 1917" to "July 27, 1917". Between "Keith" and "King" insert—"Kiel, Sophia V., Chief Nurse, U. S. N.,.....Dec. 2, 1918.

Page 237, after "Wells" change "Nov. 6, 1917" to "July 25, 1917". In the last two lines change the asterisk (*) to a dagger (†) and the single dagger (†) to a double dagger (††).

Page 238, insert below heading, "Italics denote death while attached to the George Washington".

Page 240, column 2, italicize "Epperson, I. H."

Page 241, column 2, italicize "Getman, C. A." and "Graham, H."

Page 243, column 2, italicize "Kvidahl, G. O."

Page 244, column 2, after "Mark, S. J." change "S. 2c" to "Sea."

Page 245, column 2, italicize "Murphy, L. B."

Page 246, column 1, italicize "Pulis, J. B."
column 2, italicize "Ratcliffe, A. E."

Page 247, column 2, italicize "Storey, D. D."

Page 249, column 2, between "Wynn and "Ware" insert—"Wakefield, H. W.....El. 1c. (G)."

Page 251, column 2 at the bottom, add—

NURSES AND CIVILIANS ATTACHED
BASE HOSPITAL NO. 32

Martin, Florence J.	Ch. Nurse	Melvill, Elizabeth	A. N. C.
Alkire, Hazel	A.N.C.	Miller, Estelle F.	"
Anderson, Olga N.	"	Miller, Jeanett A.	"
Bachinger, Elizabeth	"	Montgomery, Johanna	"
Beck, Lillie V.	"	Mowrer, Edna	"
Bennett, Hazel Fern	"	Mullen, Mary E.	"
Berger, Martha R.	"	Need, Clara L.	"
Berry, May	"	O'Connell, Mayme	"
Biggert, Helen	"	O'Keefe, Marie	"
Birch, Nellie M.	"	Ostenzi, Florine	"
Borders, Dixie	"	Payne, Lena Lee	"
Bowen, Mary M.	"	Peacock, Elsie	"
Boyles, Bertha E.	"	Potter, Evelyn	"
Burleson, Viloa May	"	Prosser, Amy A.	"
Clements, Julia	"	Prust, Beulah G.	"
Clickner, Mayme C.	"	Roberson, Tullie	"
Davis, Nellie	"	Rock, Nellie	"
Dillon, Ruth E.	"	Ryan, Eleanor C.	"
Ealey Emma F.	"	Scales, Mary A.	"
Ervin, Jessie May	"	Scholer, Ida A.	"
Essig, Maude F.	"	Shimer, Myrtle	"
Ferguson, Mary	"	Smith, Golda F.	"
Geonlin, Susan	"	Thompson, Helen A.	"
Gray, Edna June	"	Threldkeld, Addie	"
Grim, Mary Gladys	"	Totten, Ruth Gayle	"
Harvye, Alice B.	"	Wagner, Hermina E.	"
Houser, Mary B.	"	Weitendorf, Alys	"
Hunt, Birda R.	"	Wright, Ruth	"
Ikerd, Ruth H.	"	Rohr, Anna Marie	"
Kennedy, Mary	"		
Kochman, Mary F.	"	Bostwick, Mary E.	Registrar
Lancaster, Alma	"	Cathcart, Charlotte,	Stenogrphr
Mahan, Bertha	"	Finlay, Georgia E.	Dietition
Mangan, Mary E.	"	Frost, Geraldine R.	Stenographer
McBee, Mary Ruth	"	Herod, Mary Beaty	"
McCoppin, Margaret M.	"	Steffen, Gertrude	"

Page 255, column 2, line 3, change "Van Winkel" to "Van Winkle."

WOODROW WILSON
President of the United States of America.

I congratulate The Hatchet on the completion of the first year of its publication. I have been a constant reader while on board, and have taken pleasure in keeping a file of the numbers issued, which I shall regard as one of the most interesting souvenirs of a voyage which everybody has seemed to unite in trying to make one of the pleasantest voyages I have ever taken. I shall always remember the George Washington as a sort of home, and its officers and crew as a body of friends.

Woodrow Wilson

DEDICATED TO

Those who, in December, 1917, made the first trip on the U. S. S. GEORGE WASHINGTON, as a part of the khaki-clad host which crossed the Atlantic from the United States to fight for the liberty of mankind. They had many discomforts, as well as much stormy weather in the sixteen days at sea. As a slight token of our appreciation of the cheerful way in which they endured the many unpleasant features of that voyage, when there was no HATCHET, this volume containing all the HATCHETS is dedicated

ACKNOWLEDGMENT

The compilers of this book desire to express their appreciation of the valuable advice given them by Mr. E. H. Dodd, of Dodd-Mead Co., in regard to getting out this book; to Mr. O. S. Wadleigh, of J. J. Little, Ives & Co., for his thoughtfulness and interest in the many questions that arose, and for the care shown in producing an *exact* copy of each number of THE HATCHET as published "on the high seas," printer's errors and defects of press work included; and to Mr. H. B. Beck, of the Beck Engraving Co., New York, for the plates of the pictures which are in this book. Each one has been very keen on seeing THE HATCHET in book form, and has done everything possible to help us.

VICE-ADMIRAL ALBERT GLEAVES, U. S. NAVY
Commander Cruiser and Transport Force, U. S. Atlantic Fleet.

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PREFACE

The achievements of the "U. S. S. GEORGE WASHINGTON" during the war with the Central Powers are many and notable, and the creation of this sea journal is not the least of them. While some of the crew worked with sword and gun, others worked with the pen, which philosophers tell us is greater than either. By the pen the "Hatchet" was conceived and born, and already this little ocean newspaper has found a place in the files of the national Press. It has attracted favorable attention from the leading papers of the United States and its assiduous and clever editors are to be congratulated upon the success which has crowned their efforts. I fancy that in the future the "Hatchet" will serve as a model for all ambitious sailor editors.

No word of introduction for this volume from me would be complete without the expression of my deep appreciation of the fine work of the Captain, officers and crew during the full months of 1917 and 1918. When one recalls their periodic transits across the war zone, which first lay within three or four hundred miles along the coast of France and eventually extended to our own shores, the heart is filled with pride and admiration for their unswerving purpose to accomplish the difficult and hazardous duty entrusted to them. And so I make this acknowledgment of my profound gratitude to each one of them for the part played in the operations of the Cruiser and Transport Force, which has won the generous commendation of the nation.

The war is practically over, but the work of the transports will continue uninterruptedly for months to come. It needs no prophet to tell us that the work of the repatriation of our Armies will be accomplished in the same spirit of zeal and endeavor which emphasized their transportation to the battle-front.

ALBERT GLEAVES.
Vice Admiral, U. S. Navy,
Commander, Cruiser and Transport Force.

INTRODUCTION

On board ship under peace conditions there are always some diversions to help pass the time which frequently hangs heavy on the passengers. On a transport in war time and especially in war times such as have been passed through the last two years, diversions were also necessary, partly to pass the time, but principally to keep the passengers so interested in other things that too much thought would not be given to the dangers through which the ship was passing.

On the first trip "The Hatchet" had not yet appeared. The various magazines which found their way to New York with a one cent stamp on them were for our "forces overseas." Several hundred books were received from various friends of officers who wrote for them. Quite a number of publishers of magazines responded most liberally and sent numerous copies of their publications. Still there were not enough to fill the estimated demands for reading material.

A letter from the Captain to the Postmaster at New York stated that he thought that the "forces going overseas" might also have some of the papers, etc., while on the way, and a request was made for several thousand. The matter was referred to the Postmaster General at Washington, and as a result "all transports applying for the papers would receive all they asked for."

Moving pictures at sea were out of the question. They could not be held on deck, and if an accident happened, such as a torpedo hitting the ship, when several hundred men were crowded in one compartment, the results might be very serious.

After the ship was in good running order, however, movies were held when the ship was in port, and since the armistice was signed, they have been an almost nightly occurrence.

Band concerts could be allowed on deck only, as in no other place could a general alarm be heard above the music. Wrestling mats and boxing gloves were bought, and daily bouts served to keep many interested. Even "badger fights" were held, but "snipe hunting," which must take place in the dark, was taboo.

While on the first trip a daily paper was proposed. It would tax the printing establishment to the utmost, but as the "news" at sea was always wanted, and as the "radio press" was received every night from Arlington, or Poldhu, Wales, and also from Paris, "all the news that is fit to print" was received daily. German propaganda from Nordeich, Germany, also furnished items of interest. Before reaching the United States all plans were made. The Army would be asked to furnish such editorial talent, some compositors and press men, as were on board. The printing office was less than the size of a small hall bedroom. Chaplain P. F. Bloomhardt, U. S. N., was the permanent editor attached to the ship, and how well he filled the billet can be seen by reading "The Hatchet." This was "in addition to his other duties," which were multitudinous, multifarious, and never ceasing. The tributes to "Hatchet" were many,—no paper had a larger circulation per capita. Each person on board wanted a copy and made sure that he got it. Of the 50,000 men who went to France on the *George Washington*, probably not one failed to send a copy back home. "The Hatchet" of the United States Ship *George Washington*, published on the high seas, daily and Sunday, was and is without a parallel in history either for large circulation, for the number of editors, for its news of the day, and also for its general excellence. Its office was never in the same locality twice, and moved from 250 to 400 miles every day. Can you beat it? If you think so, read the following pages and be convinced you were wrong.

EDWIN T. POLLOCK.

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INTRODUCTION TO VOLUME I.

BY

LIEUT.-COMMANDER WM. SEAMAN BAINBRIDGE, M.C., U. S. N. R. F.,
Operating Surgeon, U. S. S. *George Washington.*

The first trip of the *George Washington*, with "Old Glory" at the stern, was indeed a dangerous experiment. The German prophecy that we could not get over seas was based upon their belief that damage done to the ship and machinery would be beyond even the ingenuity of Americans to make good, and that even if we could reach the submarine zone their under-sea monsters would do the rest.

Picture over seven thousand men on this ship,—the largest number, at that time, ever transported on one vessel,—troops, sailors, and officers of the U. S. Army and Navy, bound for "Over There," the future before them, while on the sea and later on the land, most uncertain and hazardous. Imagine, if possible, the mental strain under which these men labored on this voyage, with conditions like these—no lights at night; frequent drills for fire; drills for collision; drills for abandoning the ship; and drills for a submarine attack. In the early part of the voyage this strain was relieved somewhat by a little music and life, but for the last five days, in the danger zone, there could be no loud talking, no music, every one must be constantly on the watch, and each man made to feel that the lives of all on board depended on his faithfulness and alertness. Life belt and canteen were his *vade mecum* by day and by night. Hundreds of the men had never been on the sea before. In some dangers there is an anxiety of knowledge; in others an anxiety of ignorance; both kinds were present on this trip in full measure, for what the men did not know they imagined, so that every unusual whitecap was a periscope, and any bit of floating wreckage a terrible submarine.

The terrific strain, and the dangers from it, were realized by the Captain and the officers, and ways and means for relieving it were discussed on the first voyage, in port and on the return. Many suggestions were made, and one was to try to print a newspaper for the men.

The Captain decided that on the second trip a newspaper should be written and published on board, and the Executive Officer passed the orders along to the Operating Surgeon who was asked to find ways and means to inaugurate and direct the enterprise. Before sailing a list of the Army officers was obtained, and inquiry made among them for any who had had newspaper or other literary experience. Happily a number were found to choose from, and after a conference with Acting Chaplain Bloomhardt, the Editorial Board was selected and organized as follows:

SURGEON WM. SEAMAN BAINBRIDGE, U. S. N. R. F., Managing Editor.

CAPTAIN BYSON BEVERIDGE, 127th Infantry, U. S. A.

CAPTAIN EDWARD VAN WINKLE, 24th Engineers, U. S. A.

CHAPLAIN PAUL FREDERICK BLOOMHARDT, U. S. N.

FIRST LIEUTENANT C. C. MANLEY, Co. C., 119th Machine Gun Battalion.

In casting about for a name for the paper Lieut.-Commander A. M. Cohen, by a happy inspiration suggested "The Hatchet" as something closely related to George Washington, as the name of the ship could not be used.

The Editorial Staff being installed, they divided the ship into sections, and a canvas was made for men who had a knowledge of printing, typesetting, proofreading, etc. A complete newspaper office in miniature was soon under way, with editors, editorial correspondents, reporters, typesetters, pressmen, proofreaders, etc., who worked by shifts.

The only printing press on board was a small hand press, found up in a little store room off the Paymaster's office. There was also a small quantity of type—some German, some English, which had been used in making up souvenirs and printing *menus* by the Germans for the rich American tourists whose money so largely contributed to the up-building of the Teutonic merchant marine. A supply of paper was found on board and an old paper-cutting machine which broke down after the first two issues of the paper. Slow, laborious hand work cut the rest. Some of the editorial staff did not maintain union hours of labor, but often worked until two or three o'clock in the morning. Our printing and circulation departments speedily over-

flowed into the adjoining office of the Paymaster. He and his staff gave us a cordial welcome, at no small inconvenience to themselves, and co-operated in every possible way. Midnight lunches were furnished to the men who sat up half the night to work on *The Hatchet*, for it must be remembered that for most of the voyage two meals in twenty-four hours was the rule.

The general world news by radio was received usually in the small hours of the morning. A copy of these messages was sent to the Managing Editor, and a selection made of that which could be safely printed, and which would be of interest to all on board. In the makeup of *The Hatchet*, it was the plan of the Manager, from the start, to make this Atlantic Ocean Daily a real newspaper, featured by headlines, special departments, personal contributions from the men, of prose and poetry, prize stories, wit and humor, with even advertisements of the canteens, and, if possible, a few cartoons. These contributions on a variety of subjects demanded most critical reading and careful censoring. When the copy for that day's issue was ready for the printers, it was taken to the Captain for his final approval.

The Hatchet not only helped relieve the nerve strain of the men, but gave them something interesting to think about; useful information—to the landsmen about sea matters, and to the seamen bits of news about the Army, so that both branches of the service might be brought closer together and understand each other better. It was also a means of giving helpful hints about "Over There"—how the war was brought on—why we Americans went into it—the other fellow's point of view; and items about the customs and currency of our Allies, all of which would be useful to the men when they went ashore.

The Hatchet was also a medium for orders to the men on board. Such orders, when grim and full of possible coming disaster, could be touched up or clothed by a little wit, so that the dangers on every side did not produce an undue apprehension, but brought home to each the need of constant vigilance without panic.

Last, but not least, *The Hatchet* was welcomed by the men as a souvenir to send home. It told of the trip, and made the ship life very real to the families of the men, and yet did not furnish any facts or names which could be used by the enemy, if a stray copy should reach them.

We started off with 5,000 copies as our first issue but that number proved inadequate, and immediately over 7,000 were printed. The paper was distributed gratis, and every one wanted at least one copy. In fact, quite a considerable number were found secreting extra copies to send to various friends at home.

After the fourth issue a few copies were found crumpled up and thrown on the deck. We at once reduced the number to 5,000, believing that either there was a wane in the initial interest, or a lessened demand because of the hundreds of illiterates on board. Immediately almost a riot occurred, for the men thronged the press room, begging for copies, and a complaint was lodged with the Executive Officer, that he "could not get a copy of *The Hatchet.*" Accordingly, back the daily went to 7,500 copies, and all were happy again.

The experiment had become a necessity; the gift a vested right.

NOTABLE ARMY OFFICERS ON FIRST TRIP AFTER INSPECTING THE "SICK BAY"

Front row, left to right—Major Generals Swift, Plummer, Greene, Allen, Hale (Gen. J. F. Bell was ill at the time). Commander J. F. Murphy, Medical Corps, U. S. Navy, near the right.
Note the life preservers carried.

"THE HATCHET" STAFF OF VOLUME I

THE HATCHET

Vol. 1. At Sea Thursday, February 21, 1918. Number 1.

Foreword by the Captain of the Ship.

It seems to be encroaching on the province of Ye Editors to say anything about the initial number of "THE HATCHET".

However, as the hatchet with which every school boy is familiar was the origin of that expression "I cannot tell a lie," so this "THE HATCHET" is responsible for the same statement, with addition, "I cannot tell a lie. This is the best HATCHET I ever saw."

IMPROVE YOUR TIME WHILE ON SHIP

1. The period during which men must remain on board ship can be taken advantage of for improvement of various kinds. First, however, all those measures must be taken which will insure the safety of the convoy, and the safety of the convoy is in the hands of the naval officers and their assistants in control of the ships. The officers and soldiers must comply scrupulously with all regulations prescribed by the naval officer in command of the ship, and must so organize themselves as to accomplish the work laid out for them in the most efficient manner. Failing in this, they will fail in performing their share of insuring the safety of the convoy.

2. Officers and non-commissioned officers, should endeavor to organize proper entertainment for the men. Exercise must not be neglected but must be given regularly and preferably by schedule. The schedule, I think, is the only method that insures every one taking part, and, therefore, I have always worked by schedule.

3. Classes in French have been formed and these should be made larger. Regular hours should be assigned for exercises in the study of French books and in French conversation wherever that can be done.

4. Such bits of news as can be picked up by the wireless, I understand, is to be published in the ship's paper for distribution to all on board.

5. It seems to me that by proper co-operation and assistance this little ship's paper can be made very entertaining and very useful, and I am now subscribing for a copy of each issue without even knowing the price.

Major General, Commanding.

Water to the right of us and water to the left of us, but only a bucket a day to wash in.

One lookout reported, "A sailing vessel just over the hill."

But what shall we do if the printer gets seasick?

They have heatless and eatless days; why not have stormless days?

RADIO NEWS

STOCKHOLM - Germany's new offensive against Russia on the front between the Baltic Sea and the southern frontier of Volhynia comes at a time when Russian internal conditions are most desperate from civil war.

Advices received here today stated that fighting is raging between Bolshevik and Anti-Bolshevik forces all the way from Moscow to the Black Sea. The side of battle swung from side to side with the Red guard victorious at some parts and the Don Cossacks, Freers, Ukrainians, Cossacks and Roumania victorious at others.

Roumania now occupies a peculiar position. The Roumanians and Ukrainians are fighting the Bolshevik side by side, Germans and Austro-Hungarians are also fighting on the side of the Ukranians, but a state of war still exists between Roumania and the Central Powers.

AMSTERDAM - Both the German Reichstag and the Austrian Parliment, the law making bodies of the central empires, are scheduled to convene today at Berlin and Vienna respectively.

One of the first items in the Reichstag's progress is the first reading of the Ukrania Peace Treaty. In this connection Dr. Von Kuhlemann, the German Foreign Minister, is expected to make an address, explaining why the Peace parley at Brest-Litvoosk broke up and why it was advantageous to the central powers to make peace with the Ukrainia.

COPENHAGEN - German troops, under Prince Leopold are attacking the defences of the Russian Fortress at Dvinse-according to information received from a German source.

BERLIN - The German army that forced a crossing of the Dvina River on Monday has entered the Russian fortress of Dvinsk, the war office announced this afternoon.

The official report added that, the Russians made an unsuccessful attempt to blow up the bridge over the Dvina River and thus hinder the advance of the Teutons.

LONDON - General Kaledines, former leader of the Cossack uprising against the Russian Bolsheviki, has committed suicide, it

Continued on page 2.

EDITORIAL

The eve of George Washington's Birthday has been selected as the initial date for publication of The Hatchet. The Hatchet is not a hammer or knocker, but an instrument with a sharpened edge---one which cannot tell a lie.

The columns of The Hatchet are open to all. Contributions are solicited from all regardless of rank. Jokes, yarns, of the trip, proposed athletic events or musical programs, any events of interest to those on board are desired. It is suggested that companies appoint correspondents. Articles will be left daily in boxes at the Troop's Office or in the men's main mess hall.

The following censorship will de rigidly enforced: the name of no ship in the fleet will be mentioned, neither will the name of any organization or person aboard be published. Nothing will be printed that is censored in the A. E. F. correspondence regulations.

Daily news by wireless will be published in addition to ship's news. The paper will be gotten out by the ship's printing crew, but additional help is required. Assistance of any army printers is desired. Newspaper men and printers are requested to report at the Troop's Office.

It is desired that every person aboard take a personal interest in The Hatchet. The circulation will be sufficient to enable every person aboard to have a copy daily, free. It is believed that these will prove a valuable souvenier. The publication will be out daily just before evening mess.

EVERY MAN MUST AID IN PRECAUTION

The spirit of co-operation demonstrated by the various units aboard ship is highly appreciated by the commanding officer, but there are some apparently minor details which are being overlooked in a number of cases, presumably because the men do not see the importance connected with them.

Many men appear for "Abandon Ship" without overcoats. This must be remedied at once. A man might be saved from drowning only to die from possible exposure. Whether a man is assigned to boat or raft he will appear on deck wearing overcoat.

Cigarette boxes and other small pieces of refuse have been thrown overboard. This practice must cease. The appearance of such articles may lead to a submarine locating the course of this fleet.

Several arrests have already been made for men smoking on deck after dark. A cigarette light can be seen for half a mile at night. There must be no smoking on deck after 4:45 p. m.

Each man will inspect his canteen daily to see that it is full of water.

Details while marching to their place on deck will march in a soldierly manner and remain at attention after arriving at their destination. There will be no smoking during this drill. This drill is not over until men have returned to quarters and removed life preservers.

These may seem like trivial affairs, but they are of vast importance and will be carried out to the letter. Each man is expected to play the game with all sincerity to the end that every possible step may be taken to insure safety to the entire command.

Commander of Troops.

RADIO NEWS CONTINUED FROM FIRST PAGE

war reported in an undated dispatch from Petrograd today.

LONDON - The latest German raid over the southeastern coast last night, the third in three nights, was a complete failure. It was officially stated that there were no casualties and that no damage had been done.

PARIS - Heavy artillery duels took place throughout the night on the Aisne River front and in the Verdun sector, the war office stated this afternoon. The firing was especially severe around St. Gobin Forest.

WASHINGTON - The terms of the German peace forced upon the Lenine and Trotsky will do more to further the unified program of the Allies and impair them in the absolute and decisive victory, than could have been any other developments. This is the opinion unofficially expressed in Washington circles today following the announcement that the Bolsheviki leaders had been forced to subscribe to a peace carrying with annexation and indemnities.

THE HAGUE - The report that Germany demands a four billion dollar imdemnity from the Bolsheviki Government was announced from German frontier today.

WASHINGTON - Great Britain's decision to set up a central authority to co-ordinate the strategy of the Allies is announced in the House of Commons by Lloyd George is accepted here today as acknowledgement of America's leadership in the war. The plan adopted is the one set fourth by the American War Mission at the recent supreme war council at Versailles and was described by the British premier as "One of the ablest documents ever presented to a military conference."

LONDON: Raids and cloud battles were in progress all day Tuesday two British aeroplanes are missing. British aeroplanes bombed Treves and Thionville during the night throwing projectiles from a low altitude. The railway station at Treves was set on fire and three other conflagrations were observed. Fires were observed at Thionville when British aviators made the railway station and gas works their chief targets. Fires broke out there also.

LONDON: Great aerial activity is taking place over the western front. The British war office announced today that seventeen German aeroplanes were shot down in sky combats on Tuesday.

COMMISSARY NOTES FOR TROOPS

To make the least confusion troops messing in E-3 will enter the compartment in the following order: those in E-3 eat first followed by those from E-2, then E-1, F-1, G-1, and F-2; and those messing in E-4 will hold to this order: E-4, E-5, F-6, F-5, F-7, G-3 and G-2; while in E-6 messing space the order is:D-2, E-6, F-8, G-4 and F-9. At meal times fall in at your bunks and stand by until called for. You will not be forgotten.

Save up for the big meal on Friday.

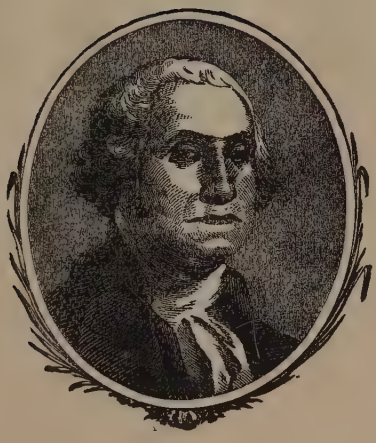
Chips From the Cherry Tree.

Some folks are like electric fans, they buzz along all day, and blow off a lot of wind, but never say anything.

Pretty soon we'll be there, and then we'll be back. What's the use, we lead a there and a back life. Some day we will say, "home James," and some of us will long for "there and back."

THE HATCHET

At Sea Friday, February 22 1918



A civil war, indeed, is like the heat of a fever; but a foreign war is like the heat of exercise, and serveth to keep the body in health; for, in a slothful peace, both courages will effeminate and manners corrupt.--Bacon.

SHIP'S SPIRIT

When a large number of men from all parts of the country and from every walk of life are thrown together to live and work side by side, day and night, in a more or less confined space, it is natural that several months must elapse before there is evidence of co-operation.

That time has come, and it is the purpose of THE HATCHET to bring the ship's company closer together, to provide a medium for the expression of thought among the crews and to reach every man with an occasional word either of encouragement or advice. No group of men requires more co-operation than the crew of a ship. Every man has his duties, but the duties of one man are done well only when they do not conflict with the duties of some other men.

Ship's spirit comes from an understanding by each man of the ideas of his neighbor. Give a little thought to what the other fellow is doing; he is striving for the same big result that you are - the success of the ship in the important duty to which she is assigned.

We have to-day an opportunity of showing our ship's spirit. We have with us Officers and men of the brother service whom we honor as representing the best traditions of our Country. They are entitled to every consideration from us and we are glad to offer them the best we have. They must leave this ship with the feeling that they have been treated "royally," that their first close acquaintance with the navy leaves them with all kinds of pleasant recollections, and that no chance has been lost by us to make the trip a happy and successful one. We know our mission, let us accomplish it.

Executive Officer.

SPRAYS OF SALT.

Fathom---6 feet.

Knot---Nautical miles per hour.

Cable length---One-tenth of a nautical mile.

Abaft means in the rear of.

Astern means abaft the stern.

Beam is a line drawn across the ship at right angles to the fore and aft line.

Abeam is the line projected to the horizon.

The crew of a ship stands watch and watch. One watch being on duty and the other off duty alternately. The day is divided into five watches of four hours each, and two watches of two hours each. The short ones are called dog watches and are so called because they are curtailed.

BY YOUR TAG SHALL YE BE KNOWN.

Men who make their mark and marked men are now as prevalent in the service as are stars in the milky way. To make ourselves known, has always been the ambition of many men, now it has been simplified by the department and one man suggests that even God, will have no trouble at the final muster All that will be necessary will be to consult his finger print name and other matters of interest on the little steel tag around his neck, variously known as "Dog Tag," "license to live," but to the Medical Department as an Identification Tag.

A copy of this special number of THE HATCHET has been sent to President Wilson by aeroplane. It is up to the men on board to take one to the Kaiser. Who will volunteer?

POLAND'S UNREST IS WARNING TO GERMANS

(Special wireless to the Hatchet)
Thursday 10:48 p. m., February 21.

GENEVA:--That the German and Austrian governments have taken warning at the increasing unrest in Poland, especially in Warsaw, was plainly indicated today by advices from the frontier. The original treaty between Ukrania and the central empires acquiesed in the annexation of Cholm (part of Poland) Ukrania. Polish agitation against the unceremonious seizure of this territory is evident.

REPLY TO WILSON

AMSTERDAM:--Reichstag proceedings were eagerly awaited today as this was the day on which Chancelor Von Hertling was scheduled to make his new peace speach. It was expected that the address would be a reply to the recent war aims speeches of of Premier Lloyd George and President Wilson, but that the Chancelor would devote a considerable part of it to the Ukrania peace, the renewal of hostilities against the Bolsheviki and the offer of the Lenine Trotsky government at Petrograd to give fresh consideration of the terms of the central powers.

ADVANCE IN PALESTINE

LONDON:--Another important advance for the British in Palestine was reported by the war office today.

Despite a heavy rain storm General Allenby's forces advanced three and one-half miles on a front of nearly eight miles, approaching to a point within four miles of Jericho.

Northwest of Jerusalem the forward movement was resumed, the British driving back the Turks over a wide front for the distance of a mile.

HUNS INVADE ESTHONIA

COPENHAGEN:--German forces invaded Esthonia and are advancing on Reval, the fortress defending the entrance of the Gulf of Finland, said a desptach from Berlin today.

Three groups of German armies are now operating on the Baltic coast and Brenta River. One is driving towards Reval with Petrograd as it's probable final objective, another is investing Livonia while the third is pressing eastwards from Dvinsk in the general direction of Moscow.

LONDON:--Disregarding the announced readiness of the Bolsheviki to accept the peace terms of the central powers, the German troops are still advancing in Russia and have occupied a large portion of the Esthanian coast according to reports generally accepted as authetic received here this afternoon.

LONDON:--German troops have been landed upon the coast of Finland.

HOW TO CATCH U-BOA

But when we get right down to tacks,
And carefully consider facts,
If, notwithstanding all we try,
The submarines still multiply,
There's one thing, then, that's left to do--
That's smash the place they make the U,
AND WE'LL DO IT.

THE FATHER OF HIS COUNTRY

George Washington was of English ancestry the son of Augustine Washington and Mary Ball. Born February 13th, 1732. (Old calendar.) He married Martha D. Custis in 1759. In the year 1750 the calendar was changed shifting forward the calendar by nine days. He was inaugurated the first President of the United States in 1789, and in that year the New England Society held their annual meeting on February 14th. As that meeting much regret was expressed by the membership that Washington's birthday had been forgotten. A Tammany official took the hint and called the members of Tammany together in New York on the 22nd, calling attention to the fact that although Washington was born on the 13th the date should really be celebrated on February 22nd, because of the change of the calendar and the first Washington birthday was thereupon held and has been celebrated every year thereafter on that date. Washington died at Mount Vernon on December 14th 1799.

FORMER GERMAN SHIPS FLYING STARS AND STRIPES

The question has been asked, Why the two former German vessels, the Kronprinz Wilhelm and Prince Eitel Frederick were changed to the name of Von Steuben and De Kalb?

These names are assigned in honor of the two famous German Generals who served under Washington in the Revolution and aided the American colonies in winning their independence.

Baron Von Steuben was known as the "Drill Master of the Revolution". He had won fame in the Seven Years' War as one of the aidcs to Frederick the Great, and at Valley Forge he took up the task of trans-forming the American Forces into a well drilled Army. He was of invaluable assistance to Washington in training officers and men.

Baron Johann De Kalb, a native of Huttendorf near Bayreuth, served with French in the War of the Austrian Succession and won a brilliant reputation in the Seven Years' War. He was one of the first to volunteer his services to the colonies after the Declaration of Independence. At the Battle of Camden, after the main body of American troops had broken and fled, de Kalb, at the head of his right wing, was wounded eleven times. He was taken prisoner and died at Camden August 19, 1780.

Almost all former German vessels now in the American Navy have been given new names. Secretary Daniels issued an order changing the names of twelve ships as a result of his attention having been called to the embarrassment the sailors were subjected to by being compelled to wear upon their hatbands names such as Kaiser Wilhelm II. The newly named ships are:

Vaterland	LEVIATHAN
Kronprinzessin Cecille	MOUNT VERNON
Kaiser Wilhelm II	AGAMEMNON
Amerika	AMERICA
Hamburg	POWHATAN
Grosser Kurfurst	AEOLUS
Koenig William II	MADAWASKA
Neckar	ANTIGONE
Rhein	SUSQUEHANNA
Prinzess Irene	POCAHONTAS
Fredrich der Grosse	HURON
Barbarossa	MERCURY

The following vessels will not be renamed:

PRESIDENT LINCOLN
PRESIDENT GRANT
GEORGE WASHINGTON

LATEST

AMERICAN PLANES ARRIVE IN FRANCE FAR AHEAD OF TIME

Those Equipped With Liberty Motors Received, Although not Scheduled to Arrive Until Next July

(INTERCEPTED WIRELESS)

(The followins intercepted press news from Norddeich, Germany is published exactiy as picked up last night.)

PARIS:--Artillery fighting and aeroplane activity. American built battleplanes had gone France equipped new liberty motors. Deliveries arrive months ahead schedule since not due till July. Quantity production motors attained month ago. Increased production promised in few weegs. Baker said quote shipments marks overcoming many difficulties upbuilding new international industry. Planes equipped fight and Allies reached lowest point about February owing to submarine sinkings. Curve now upward and government officials predict steady climb with increasing gain of new ship production and acquirement over amount tonnage destroyed. Curves change to upward came several weeks earlier than experts figured owing to rapider construction than expected and also progress negotiations for neutral vessels for non hazardous routes thus releasing other ships for war zone voyages. Lowest point had been expected about March first but curve been rising past few weeks. New regulations of imports effective February 16 will operate release shipping in coming weeks and months. Also unistates plan to construct 4,000,000 tons shipping this year progressing favorably.

February 21.--General call from British Guiana:-

PRESS LONDON--Zrebrugge docks and quays were bombarded, three enemy aircraft destroyed and a number of direct hits.

Mr. Lloyd George in a statement in the House explained the army changes which led to General Robertson's refusal to the position of head of staff as intended to be set up at Varsailles. He said the American representatives were strongly in favor of supreme war councils.

COLUMN OF SQUIBS.

Yesterday two soldiers were watching some sailors handle a rope.

The Boatswains Mate shouted "Heave to." And like good soldiers they obeyed.

That's what I call a mean trick. Giving the boys pork chops for dinner on a stormy day.

Soldier---Do you ever get seasick?

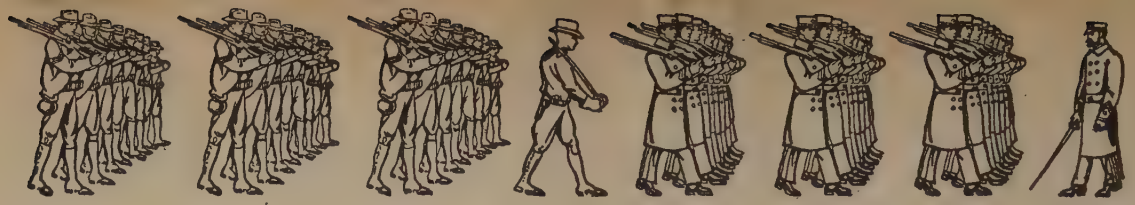
Sailor---No!

Isn't it funny we don't like to admit it.

Contributions to this column thankfully received.

We have a longing in our hearts for Rue de Siam. We'll soon be there---Maybe.

Save the Turkey bones Friday. Remember we only get two meals a day in the War Zone.



George Washington is the incarnation of the spirit of 1776 and the conclusive answer to all calumniators of the Revolution. No wild fanatic, no reckless socialist or anarchist, but a sober, sane, God-fearing, liberty-loving gentleman, who prized uprightness as the highest honour, and law as the bulwark of freedom, and peace as the greatest blessing, and was willing to live and die to defend them. He had his enemies who accused him of being an aristocrat, a conservative, a friend of the very England he was fighting, and who would have defamed and cast him down if they could. But the men of the Revolution held him up, because he was in their hearts, their hope and their ideal.

Chaplain Henry van Dyke, U. S. N. R. F.

THE HATCHET

Vol. 1. At Sea, Saturday, February 23, 1918. Number 3.

SAILORS SHOW SOLDIERS A REGULAR CELEBRATION.

Old Man Gloom Not Present at Washington's Birthday Celebration of Sailors and Soldiers at Sea.

Unequaled anywhere ashore, perhaps, the entertainment furnished soldiers and sailors aboard this transport on Washington's Natalday made the day one that will be long remembered by them. With unique settings, and surroundings strange to thousands of the men aboard, elaborate programs of entertainment were carried out during the day and the evening. Special preparations made for the mess of both officers and men, materialized in a banquet. Practically every man aboard was sufficiently recovered from seasickness to do full justice to the results of the work of the steward and his assistants.

The officers' mess hall was decorated with flags and a printed menu bearing the likeness of Washington was beside each plate. A similar menu was furnished each man on board.

In the evening an elaborate musical program for both officers and enlisted men was carried out. In the officers' mess hall at 5:45 selections were given by the Naval String Orchestra. These were followed by Southern songs by the troops and a solo by Lt. G. An Infantry quartette entertained and there was another solo by a soldier. The finale was a chorus given by the Soldiers' Glee Club.

In E-3 messing space there was an overture by the band. Southern songs by troops, several solos, buck and wing dancing, renditions by the quartette and mass singing accompanied by the band.

In the messing space for the crew there was a string orchestra, a musical trio, rag time, stories and recitations and various other forms of musical entertainment.

This Washington's Birthday would have been a memorable one to thousands on board under any circumstances, but the work of the entertainment committee served to make it a never-to-be-forgotten day to every man on board. In the officer's mess hall with the tables set as though for a banquet, in a large hotel or in the messing spaces for the men where amply preparations for entertainment had been made, it was hard for a landsman to realize that he was not ashore, but in mid ocean.

Honours Come To The Hatchet

The Editors of The Hatchet are happy in the modest announcement of the fact that one of its members, since his election to the Board of Editors, has been honored, by one of America's Greatest Universities, Johns Hopkins, by the conference upon him in absentia of the honorory degree of Doctor of Philosophy.

BRITISH ARMIES CAPTURE ANCIENT CITY OF JERICHO

City Whose Walls Fell to Admit Hosts of Joshua in Hands of Australian Units. Resistance Slight.

LONDON:- Jericho captured by British forces. Australian troops meet little opposition, the war office announced today. Subsequently the Australians established themselves on the line of the Jordan and the Wadiauja. North and Northwest of Jerusalem, the British advanced positions were extended slightly and rendered secure. Casualties of the British troops were slight.

WASHINGTON:-Defence to death Bolshevik orders as Germans gain. All Russians summoned to battle invaders. Disorganized Slav navy now in peril. The Bolshevik Government again has changed its tactics and ordered opposition to be given to the German army now sweeping eastward into the heart of Great Russia. All Russians are summoned to the defense of their country in a proclamation signed by premier Lenine and Ensign Krylenko, Commander in Chief of the Bolshevik Armies. Petrograd has been declared to be in a state of siege.

WASHINGTON:--Ships are being held up in Atlantic ports awaiting consignments of food for shipments to this country's Allies. In fact food is waiting in some cases for ships to transport it. If Administrator Hoover will indicate specified amounts of food he wants transported to the seaboard or Eastern States the railroad administration will undertake to carry out his program.

SEATTLE--WASHINGTON:---A verdict of guilty was returned by a jury in United States District Court against Hvlet M. Wells, Joe Pass, Morris Pass and Sam Sadler, socialists, charged with conspiracy to block the operations of the Selective Draft Service Act by distributing anti-draft literature.

WASHINGTON:---Factories producing and delivering to arsenals standardized rifles in quantities sufficient to threaten storage facilities. Modified Enfield rifles in numbers sufficient to arm fourteen Army Divisions each month are now being delivered to the Government Arsenals, according to statements of the Ordnance Department. These new rifles are completely standardized and all parts are interchangeable.

AMSTERDAM:---Emperor of Austria threatens absolutism. Socialists convoke mass meetings to support demands for peace with United States. The Austrian Emperor has warned Parliamentary parties that he will govern the country by absolute suppressment if a majority is not secured for the provisional budget.

The Editors are receiving from all sides congratulatory messages concerning yesterday's special issue. They wish to express their appreciation for the courtesy extended by the Paymaster's Office and to all who have so heartily contributed to the success of Washington's birthday number.

It is suggested by the Editors that all members of the Army and Navy as soon as possible recognize the National hymns of the Allies, so that they can pay the same respect to their hymns that they do to the Star Spangled Banner.

MITT ARTISTS PERFORM FOR HAPPY AUDIENCE

Holiday Crowd of Doughboys and Jackies Applaud Fistic Encounter at Holiday Celebration. Main Bout a Draw

Nine lively bouts in the messing spaces aboard ship entertained soldiers and sailors Washington's birthday. Those between the soldiers were held in messing space E3, while the pugilistic sailors held the centre of the of the stage in the crew space.

The preliminary bouts held in messing space E3 were characterized by lots of pep and ginger. Hundreds of soldiers and sailors thronged about the arena and furnished the proper setting for the main bout--a ten-round mix-up between Deadly Dough-boy, the husky pride of the Army and Knock-Out Jake, Champion of the pretzel district of Milwaukee. THE HATCHET'S decision is that the bout was a draw.

Space permits of the two livelier rounds:

Round 1.---Opponents shook hands, while supporters of each cheered loudly. Dough-Boy feinted with a right and swung a wicked left to the jaw, but Knock Out side stepped and received but a glancing blow. Knock-Out recovered and smashed at Dough-Boy's nose with his right, but Dough-boy blocked the swing and planted his right in his opponent's garbage can. Knock-Out retaliated with a right to the meat-grinder. Round even.

Round 10.---At the signal both bounded from their corners, smiling, and rushed into a clinch. The referee was obliged to caution Dough-Boy for hitting in the breakaway. Blood flowed freely from Dough-Boy's nose. Knock-Out sent three lefts, each connecting with Dough-Boy's chow detector, but Dough-Boy exploded two torpedoes on Knock-Out's sound-grabber, causing him to lamp a flock of sausages floating out of the companion-way. Round even. The sailors fought so fast and furious that the sporting editor couldn't follow them.

MESSAGE RECEIVED BY THE CAPTAIN FROM THE FRENCH PILOT TOO LATE TO BE PUBLISHED IN THE HOLIDAY SPECIAL OF FEBRUARY 22nd.

Le maitre pilote en ce jour de fete pour les Etats Unis, vous offre ses humbles compliments et fait des voeux pour le succes de vos armes.

Il espere que la guerre se terminera glorieusement pour Les Allies, a fin d'assurer au monde une paix durable.

Je suis avec tout mon coeur l'honore serviteur de votre patrie et le votre.

(Translation)

The master pilot, on this day of celebration for the United States offers his humble compliments and wishes for the success of your arms.

He hopes that the war shall end gloriously for the Allies in order to assure to the world a durable peace.

I am, with all my heart, the honored servant of your Country and yourself.

ADVANCE PROGRAM For Sunday Services

Divine services will be held in designated places Sunday by the ship's chaplain and the other chaplains aboard. The hymns that will be sung are printed with the order of services.

Bring the Hatchet with you.

For Troops, Mess Room E3 . . . . . 11 A. M.

Seats provided for all Army and Navy officers.

For Troops, Mess Room E6 . . . . . 11 A. M.

For crew, Crew space F4 . . . . . 4 P. M.

ORDER OF SERVICE:

Voluntary . . . . . Band

Hymn---Onward, Christian Soldiers

Onward, Christian Soldiers, marching as to war,
With the cross of Jesus, going on before.
Christ the Royal Master, leads against the foe,
Forward into battle, see, His banners go.

Chorus

Onward, then, ye people, join our happy throng,
Blend with ours your voices, in the triumph song.
Glory, laud and honor, unto Christ the King,
This through countless ages, men and angels sing.

Chorus

Invocation

Scripture

Prayer

Hymn---Holy, Holy, Holy!

Holy, holy, holy! Lord God Almighty!
Early in the morning our song shall rise to Thee;
Holy, holy, holy! merciful and mighty!
God in three Persons, blessed Trinity.

Holy, holy, holy! all the saints adore Thee,
Casting down their golden crowns around the glassy sea;
Cherubim and seraphim falling down before Thee,
Which wert and art and evermore shall be.

Sermon---Ship's Chaplain

Hymn---My Country, Tis of Thee

My country, tis of thee,
Sweet land of Liberty,
Of thee I sing:
Land where my fathers died!
Land of the pilgrims' pride!
From every mountain side
Let freedom ring!

Our fathers' God! to Thee,
Author of liberty,
To Thee we sing:
Long may our land be bright
With freedom's holy light;
Protect us by Thy might,
Great God, our King!

Benediction

THE HATCHET

Vol. 1. At Sea, Sunday, February 24, 1918. Number 4

DON'T READ THIS UNLESS YOU INTEND TO TAKE ACTION

When everyone at home is making sacrifices to save coal, to invest in liberty bonds, to buy War Savings Stamps, to economize in food and clothing, isn't it right for us to be thinking about avoiding wastefulness?

When we cut rope instead of clearing it of knots, when we lose equipment instead of stowing it in its' proper place, when we throw out wash water instead of keeping it for cleaning paint work, when we discard clothing instead of scrubbing it, and most important when we take from pantries more food than we want, nibble at it and throw it in the garbage pails instead of taking and eating what we need---when we do these things we are indirectly raising the prices of things at home making it harder for our own people, and increasing the tax rate to provide for the Army and Navy appropriations.

We are not asking you to deprive yourself of necessities. We want you to have enough food to keep you well, enough clothing to keep you warm, and we must have enough gear and equipment to protect the ship and the crew from dangers.

A word about the safety of the ship. Why do we continually inspect to see boom blocks in working order, jacobs ladders made fast, hatches properly secured? Why, so as to protect the lives of the crew.

Do you realize that the Captain carries the responsibility for the life of every man on board ship? Each one of us values our life but the Captain values the lives of all of us. Be careful then for his sake as well as for your own.

When we see a piece of gear adrift, especially those required for the safety of the ship, such as hose nozzles, spanners, wrenches, boat gear, heaving lines, etc., find out where they belong and put them in their places. When they are needed for an emergency, everyone will know where they are.

Don't be stingy---Don't go to the other extreme by depriving yourself or the ship of necessary articles but DON'T WASTE ANYTHING.

Executive Officer.

"To Our Wives and Sweethearts; May God Bless Them."

"To our wives and sweethearts, may God Bless them." That old naval toast was drunk in silent memory at supper last night. It was the old Saturday night toast of the navy, except that a minute's silent thought of "our wives and sweethearts" took the place of lifting the glass of bygone days. "In the days when drinking was allowed in the navy it was the custom on Saturday night to drink to "Our wives and sweethearts, may God Bless them," said the executive officer. "Tonight I propose that one minute of silence be devoted to the thoughts of "Our wives and sweethearts." Silence prevailed, waiters stood in their tracks, the click of knives and forks ceased, as thoughts of every officer, both Army and Navy, went to those at the firesides on the shore from which those on board are rapidly-adding miles of separation. It was a novel, impressive method of carrying out the toast, a method which as far as known was used on board ship last night for the first time.

RADIO NEWS

BOLSHEVIKI SEEK NEW TERMS OF PEACE

Appeal to Berlin to Re-enter Negotiations—French In Chevregny Raid

LONDON: The Russian Bolshevski Government so far has evidently been able to meet the German steam roller, pressing on toward Moscow and Petrograd, only with the greatest of difficulty.

AMSTERDAM AND COPENHAGEN: Dispatches today indicated a frantic effort was being made by the Bosheveki to induce Germany to consider new peace terms. Advices indicate that Premier Lenine has appealed to Berlin to re-enter peace negotiations, which were broken off at Brest-Litovsk.

LONDON: Prisoners were taken by evacuation of the Germans at Monghy, near Wyssaite, the war office announced today. In the region of Mennin Road and Houthulst Forest, the enemy artillery was unusually active.

WASHINGTON:--The Russian Seviet will defend Petrograd, cabling under date of February 18, Ambassador David R. Francis notified the State Department today. The Ambassador made no further comment upon the situation in Russia.

NEW YORK:--Colonel Theodore Roosevelt will be able to leave the hospital in a few days, his secretary announced today. He is setting up a little longer each day, steadily improving.

PARIS:-The official statement says: "North of the Aileete River, French troops penetrated the German lines last night as far as the vicinity of Chevregny, and returned with war material and twenty-five prisoners, including two officers. On the Champagne, French patrols penetrated the enemy's trenches, taking many prisoners. Elsewhere on the front today is quiet."

WASHINGTON:--Diplomatic circles today received lengthy dispatches which are to be delivered to Petrograd, regardless of the decision of the Bolsheviki Government. The reports received show that during the time that the peace conference was in progress at Brest-Litovsk, German agents were at work demoralizing the Russian army, while the German Reichstag machine was being unlaced in plot to undertake the drive now in progress.

One of our distinguished board of editors has the unique honor of having been decorated by the Queen of the Netherlands. Both his modesty and his uniform prevent us from identifying him by means of the insignia but it is perfectly obvious that the honor was conferred upon him only because he was destined to become one of the precious jewels in the handle of the Hatchet.

A smile will often make an impression where a club would'nt make a dent.

CHAPLAINS' WORDS TO ALL

We realize fully that we are not on an excursion boat, but that we have been entrusted with a serious mission. It is a mission which will appeal to every man with good, rich, red American blood. We are happy because we shall be permitted to do our own bit. We pray for Grace, in order that we may be true to our dear ones, and to our country and to our God, so that the little service flag in the window back home, which those who love us most look up to with pride and prayer, may never be removed with tears of disappointment and regret because we have failed in upholding all of the teachings and traditions of a greater flag--the untainted and undefeated flag of our beloved country. - - - By Capt. S.

A great Hebrew prophet truly said that where there is no Vision a People perishes. History is the record of the rise and fall of peoples. The duration of each upon the world's stage has been in according to a vision and in loyalty to the same. In the fullness of time, God raised up out of all peoples our American nation. He gave to us the Vision Glorious, a vision by which through us all peoples might be blessed for ever and ever. There is no question about our vision. The question before us concerns our loyalty to the vision. Have we caught the gleam? It makes all the difference between an American patriot and an adventurer. I believe it is because we have caught the gleam that we are all so intent upon our mission of to-day. There is no sacrifice too great, no discipline too severe, no service too strenuous. These are but incidents along the pathway that leads to all that is worth while. Let us throw overboard all sentimentality, all gush and bunco. We have vision, we have mission, all we need now and for all time is more pep. More pep, my friends, more pep. - By Lieut. L.

"Greater love hath no man than this, that a man lay down his life for a friend." These words come to us fresh from lips of one who has done his bit upon the field of honor, and yet they sound strangely familiar, for they repeat a message spoken many centuries ago. Although for a while dormant to the unselfish life because of the onrush of materialism, our nation is now waking up, and men who never really lived before are answering to the age long call. The spirit of 76 is in the air and patriots are showing their willingness to make the supreme sacrifice, if necessary, in order that a safer world may foster the free development of liberty and democracy for all men and all nations. May this war renew our reliance upon the deeper truths of life which make character and which make men, and may our faith in God be strengthened because we have lived over again the truths which he has made manifest.

By Lieut. G.

President Wilson in his Flag Day Address said in part, "American armies were never before sent across the seas. Why are they sent now? For some new purpose for which this great flag has never been carried before, or for some old, familiar heroic purpose for which it has seen men, its own men, die on every battle field upon which Americans have borne arms since the Revolution? - - Once more we shall make good with our lives and fortunes the great faith to which we were born and a new glory shall shine in the face of our people."

In the Bible, the Apostle Paul wrote: "Though we walk in the flesh, we do not war according to the flesh." His opponents in Corinth had charged him with acting upon low motives of selfish ambition and a desire for vain glory--of seeking for a larger field in which to exercise his own magnificent genius when he insisted upon the truth of his own convictions as they came in conflict with the views of those who opposed him. He replied that although it was necessary to live and walk in the midst of such fleshy and worldly ambitions, "we do not WAR" according to them but only for the highest and holiest principles.

The acts, the methods, the implements, the daily life of WAR, are horrible to every sane and civilized man. Above all is the hatred and the lust to kill, abhorrent worshipper of Jesus Christ. The dirt and the mire, the flesh and the disease, the temptations and frequent moral ruin make the game, if it is but a game, revolting to every human instinct. Only a high ideal, an heroic purpose, a great faith can lead a free man into war and save him from becoming a beast in war.

To men who worship Paul's Master, to men who salute President Wilson's flag, to all free men comes the challenge to hold fast the great faith--a faith that an entire world may grant to every man upon it, his inalienable right to life, liberty, and the pursuit of happiness. When this has been accomplished, a new glory shall indeed shine through the mud and blood, on the face of our people.

The Chaplain of the Ship.

SHIP'S TIME BY THE NAVIGATOR

The time kept by the clocks used for the internal administration of the ship is called the ship's time. When in port, for obvious reasons, it is found advisable to have the ship's time identical with that used ashore. Thus in New York the ship's time was seventy-fifth meridian standard time. On the other side the ships time will be that of the meridian of Greenwich which is five hours earlier than New York time. Thus twelve o'clock comes five hours earlier at the port of debarkation than at New York.

During the voyage the ship's time is so regulated that twelve o'clock agrees with local apparent noon. In other words the sun and ship are on the same meridian at twelve o'clock. As it is approximately twenty-four hours between successive passages of the sun over the same meridian, it is evident that if the ship lay at anchor, the sun would be on the meridian at approximately twelve o'clock each day. In steaming eastward, however, the ship travels toward the sun so that the apparent noon comes earlier each day by an amount equal to the arc of time through which the ship travels since the previous noon. Therefore, in order to have apparent noon coincide with twelve o'clock, each day, we must set the ship's time ahead by the amount of the ship's daily run expressed in minutes of time.

At eleven o'clock each day, the Navigator computes the time at which the sun and the ship will be on the same meridian, the clocks then being corrected so that they will read twelve o'clock at that moment.

If the passengers will keep a record of the difference between the ship's time and New York time, they will be able to forecast the date of our arrival on the other side as this difference will then be five hours.

When steaming to the westward, the ship and the sun are traveling in the same direction and it becomes necessary to set the time back each day, instead of ahead.

(To Be Continued.)

First day out soldiers were complaining about only two meals a day. Wednesday, even one was too much for some of them.

THE HATCHET

Vol. 1. At Sea, Monday, February 25, 1918. Number 5

IN PURSUIT OF PIRATES

(By A Naval Officer)

(Real History for the first time published.)

Several years ago while in command of one of the Coast Guard Cutters in the Philippine Islands, with headquarters at Zamboanga, I was ordered on a tour of inspection to the out lying constabulary posts on the islands in Sulu Sea.

After visiting two or three different posts of enlisted Moros of Malay origin, commanded by American officers, we cast anchor at a small Island named Bongao, having a good harbor for small craft, but very seldom visited by any merchant vessel.

On paying a visit to the Officer in charge of the Port for an hour and returning to the ship, I noticed a strange vessel far out heading for our little port and being curious to know more about her, we directed our binoculars toward the stranger, and saw that she was painted white and flew a foreign flag from the peak, indicating her to be a government vessel. As she approached we saw that she flew the Dutch flag. Within an hour she was at anchor near by, and it was then we made her out to be the Dutch third class cruiser "Serdang" of about one thousand tons.

Soon the Commander, Lt. Cmdr. Van Goshen came on board and at once proceeded to outline his business in coming to anchor at Bongao. About two months before news had been received at the Naval Station in Batavia by the Admiral in charge, that a force of pirates had landed under cover of darkness on a small Island in the Celebes Sea, belonging to the Dutch, and massacred all its population, even cutting up women in maternity and hacking the unborn babies to bits before their dying eyes. The deed committed by the pirates was most savage and without a parallel in the past years' crimes of the tropical seas. The motive of killing was robbery, and thinking that no one was left to tell the tale, it would be quite a time before trace of the piracy was discovered and thereby giving them plenty of time to make good their escape. This proved to be the case.

However, a young man of the Village who was left for dead by the pirates, was merely unconscious from his terrible wounds and the following day he crawled to a water hole and slackened his thirst, but being weak from loss of blood and unable to walk he could only crawl around to obtain enough fruit to sustain his life. His wounds healed slowly and two weeks passed after the outrage, before he was able to hobble around. Then to his horror he discovered that he was the sole survivor of the Island's population. What was he to do? The first thought, of course was to paddle his canoe across to the Island and notify the inhabitants, but when he looked around, he perceived that the pirates had taken the precaution to carry off all the canoes so as to make the escape a matter of time, if by chance some native was over-looked in the killing. Being anxious to obtain medical assistance as soon as possible, he constructed a small raft of

(Continued on page 2)

HUNS SEEK TO IMPOSE DRASTIC PEACE TERMS UPON DEMORALIZED RUSS

Have 48 Hours to Agree to Disband Army And Navy and Evacuate Five Provinces—Hun Propaganda and Treachery Defeats Bolsheviki

(Special to The Hatchet.)

WASHINGTON:- Germany gives Russia two days to accept drastic peace offer. Russia must not only quit Livonia, Finland, Courland, and Esthonia, but must leave their fate completely within the hands of Germany and Austria. Peace with Ukraine also demanded together with disbanding of Army and Navy. Invaders reach Dubno. What Russians must agree to in forty eight hours. Renounce all claims to regions west of line passing Courland frontier. Give to Germany Austria right to decide fate of these regions. Evacuate Finland, Livonia, Ukraine and Courland. Demobilize army, disarm navy. Baltic and Black seas and blockade the Artic. Make peace with Ukraine.

LONDON:--British Ambassador shows how to use trade as weapons. The embarrassment arising from the enforcement of the war trade limitations on exports and imports are causing complications, not only with neutrals but between the allied nations. This is an entirely new field, of what might be called war with commercial weapons and the American exporters, lacking in experience in the handling of the various questions involved, are turning for assistance to the British, who have long been familiar with the world's trade problems.

TRENTON, NEW JERSEY:---David Baird, a republican of Camden, was today appointed by Governor Edge, United States Senator to succeed the late Senator William Hughes, of Paterson.

WASHINGTON:---President Wilson in proclamation fixes figures for new crop. A price of $2.20 a bushel the same as for last year's crop was fixed by the President last night for the coming season's wheat crop.

AMSTERDAM:---Emperor William, Emperor Charles, Field Marshal von Hindenburg and General Ludendorff, conferred Friday at army headquarters according to dispatches reaching here today.

MEMPHIS, TENN. - A civilian flying instructor and two cadets of the United States aviation training school at Park Field, near here, are dead as a result of a collision between two air-planes shortly after three o'clock this afternoon.

LONDON:---This was the last day on which persons living in London and the immediately adjoining counties could buy meat and margarine and butter without producing a ration card.

NEW YORK:---Successful surgical operation relieves James W. Gerard, former Ambassador to Berlin. Ailment inflammation of bone due to cold contracted while visiting prison camps in Germany.

PRINCETON, NEW JERSEY:---About 3000 Princeton University men enlisted in Army, Navy, Aviation, Marine, Medical Corps of whom 1200 won officers commissions. Woodrow Wilson, was formerly the University President.

ENGINEERING

In recruiting a highly specialized engineer regiment, the personnel officer requisitioning some men of scientific training from the Depot brigade was sent a "milliner" to operate a milling machine and a "ladies belt cutter" as a belt man. An all round tinsmith was found to have the qualifications only because he had tinned around a chimney. The question was asked if a milliner can run a milling machine should not a specialist in ladies hats shapes be tried out as an operator for a shaper.

One af our reserve officers who has a reputation in finding out how things work was dabbling in the tub turning on the various taps and to his surprise he got a ducking when he turned on "Brause," so now he knows that "Brause" means shower.

Ship's Store Announcement

Your attention is invited to articles carried especially for troops.

Metal trench mirrors, size about 4 1-2 in. x 6 in., polished metal mirrors, price 50c.

Comfort kits, each kit containing talcum powder, tooth paste, shaving stock and soap, price 40c.

In addition candy, cigars, cigarettes, tobacco, cakes and crackers, writing paper, etc., are sold at reasonable prices in the two troop's canteens on E Deck.

A word of explanation in regard to the ship's stores as operated aboard ship. The canteens are operated for the benefit of the soldiers and sailors. The supplies are bought as cheaply as possible and sold to the men at a small profit not exceeding fifteen per cent on all articles sold. This permits, in most cases, of articles being sold considerably under prevailing retail prices ashore. Such profits as are made, not exceeding fifteen per cent, are used under the direction of the Commanding Officer for the welfare and contentment of the ship's company and troops.

TOLD AT MESS

A jackie who was very anxious to obtain a discharge went about ship looking in every corner and picking up every scrap of paper always saying, "That's not it." Doctors who examined him were at loss to explain his queer actions and finally gave him a survey (medical discharge). When the discharge was placed in his hands he inspected it as closely as usual---and then at last, "That's it!"

I asked one soldier where he was quartered and his reply was, "Down in the cellar."

Uncle Sam advises: Save your money; don't gamble but buy Liberty Bonds. And it's a wise man who takes an old man's advice.

Our Baker says: "Victory Bread means quick success. College bred means a four years' loaf."

Even the descendant of a common fisherman can speak of his ancestral hauls.

A law has been passed in America prohibiting foreigners from taking real estate out of the country.

"Do your own work and you won't have to do anothers."

A recent newspaper story stated: "A man got hurt in the lower part of town." (Must have been at the foot of some street.)

A popular song with the soldiers: "I Wonder Who's Kissing Her Now."

cocoanut trees bound together with strong creepers and made a sail of Nipa leaves. This took him altogether three days to accomplish. When the raft was completed, he gathered a few cocoanuts, bananas and other fruit, since he knew it would take favorable winds and currents for him to reach the large Island in about three days, about eighty miles away. Being weak and unable to paddle the raft, he must get favorable winds.

(To be Continued.)

SUNDAY SERVICES ARE WELL ATTENDED

Divine Services held for sailors, soldiers, and officers aboard the transport Sunday were well attended and were extremely impressive. For the soldiers, accustomed to the usual military services, the service held by the ship's Chaplain was especially interesting.

The three hymns, "Onward, Christian Soldiers." "Holy; Holy, Holy," and "My Country, 'Tis of Thee" were well sung, especially by the troops in E 6.

With the melodious music, the inspiring words of the Chaplains and the intense interest evidenced by every one present the services and the lessons taught will not soon be forgotten.

BY THE SHIP'S POET

The Nation waits and listens for the sound of drum and fife,
Are you ready neighbor, ready, with your fortune, honor, life?
The nation may not need them, but are you ready to give all?
When at last the signal's given, when you hear the bugle-call?

You can be a soldier or a sailor, fighting in the turret or a trench
Or make shells and ammunition busy working at a bench,
But you'll be needed Mr. Citizen, every mother's son of you,
Are you ready to do or die now for the old red, white and blue.

There will be work to do for mother, sister, sweetheart and wife
For they must help to win the fight, are they ready for the strife?
Have they iron in their system? steady handsand hearts of steel?
For thru storm or stress the ship of state must be kept on even keel.

Yes they're ready Uncle Sam, for their country's honor bright,
Your sons and daughters south and east and west will fight,
They are ready for the sacrifice, for the struggle short or long,
The Stars and Stripes forever, shout a hundred million strong!

TWITTERS FROM THE SICK BAY.

A "HATCHET" was found on the deck this morning, and while no appreciable dent was observed, as a precautionary measure patients were advised not to throw or let fall their "Hatchets." We must be careful of our deck. A tall, colored chap was sleeping, and incidentally snoring, dangerously near a "Hatchet." The danger was removed and everybody feels more comfortable. There is no saying what may occur yet.

Mal de Mer.

SEND HATCHET HOME

There has been a great demand for copies of "The Hatchet" to be sent to relatives and friends at home. We feel sure that as a result of our careful censorship, there will be no trouble of it reaching it's home destination.

Censor.

I wonder why "B" deck is so deserted. Last trip it was always crowded. Ain't it funny what a difference just a few nurses make.

THE HATCHET

Vol. 1. At Sea, Tuesday, February 26, 1918. Number 6

IN PURSUIT OF PIRATES

(By A Naval Officer)
(Real History for the first time published.)
(Continued from last issue.)

After sixty-two trying hours, the glaring tropical sun beating pitilessly on his wounds, he reached the island and notified the native Datto, or Chief of the Village, who had heard nothing of the outrage. Sixteen days had now passed since the outrage and by this time it was useless for the chief and his men to give chase, as the outlaws of those seas are known to have the fastest sailing craft in the world, skimming along twelve to fourteen knots easily in a good breeze.

However, notice must be given to the nearest Government Station, one hundred and fifty miles away in the Celebes Sea. Promptly the Datto dispatched a dozen of his best men, and sent his fleetest canoes with orders to report the outrage to the official, who had telegraphic communication with Batavia. As soon as the crime was reported to the Admiral in charge of the station, he called for a council of war and it was then decided to send the cruiser "Serdang" in command of Van Goshen to locate and capture the pirates, or kill them, if need be.

There are over six hundred islands, big and small, in the Celebes Sea so that this was no small task for the officer in command. However, the Admiral's instructions read to bring the pirates to justice, dead or alive, no matter how long the cruise would take.

After cruising around for a month, visiting one island after another, only stopping to inquire of the natives and offering a substantial reward to any one who could tell the whereabouts of the pirates, and not obtaining the slightest clue, the search led out of the Celebes Sea and out of Dutch jurisdiction into the Sulu Sea, under American jurisdiction.

As the "Serdang" hove in sight of the Island of Bongao, one of the most Southern Islands of the American possession, her Commander sighted our little vessel at anchor, and at once held on for our anchorage. We listened attentively to the Captain of the "Serdang" and to his request for assistance, when he stated that at the last island he visited, the inhabitants had seen a long time ago two big war canoes full of armed men, steering north past their fishing grounds. This news gave the Commander of the "Serdang" the idea that the pirates were Moros, subjects of the U. S. Government. By right of war with Spain, he begged that his assistance in searching would be accepted by us. This, of course, was very agreeable to the officer in command of the port, a U. S. Army officer on board, and myself. After a hasty consultation on board, the officer in command of the port went ashore. He called his native Moro sergeant who could speak English fairly well, and inquired guardedly if he had heard anything of the crime committed. The sergeant had not, but he would inquire of some of his men. After questioning several, he was told by one of his men, that he had heard from other Moros, that about a month before this two big canoes

(Continued on Column 2, Page 2.)

RUSSIA ACCEPTS DRASTIC PEACE TERMS OF GERMANY

Surrenders Interest in Poland, Baltic Provinces, Lithuania, Ukrania and Finland

(Special to The Hatchet)

LONDON: Germany has announced conditions on which she will renew peace negotiations with Russia and allowed forty-eight hours for acceptance. Russia has accepted terms. Russia is required to surrender all interest in Poland, Baltic provinces, Lithuania, Ukrania and Finland. Russian army is to be immediately demobilized and warships including ships of entente in Black sea, Baltic and Artic, must immediately either be sent to German harbors and kept there until conclusion of general peace or be disarmed. With certain exceptions Russo-German treaty of 1904 comes into force and in addition free untariffed import stuffs must be guaranteed and negotiations for new commercial treaty must begin forthwith.

Interallied socialist conference which met at London last week has adopted unanimously statement war aims and is asking socialists of central empires to reply without delay. A view is expressed that the programme is such as will in main features secure endorsement by allied nations.

Admiral Jellico has chosen the title Viscount Jellico of Scopa.

American food commission announces meatless days here, have saved 140 million pounds of meat in four months, in which time 165 million pounds of beef and 400 million pounds of pork have been exported to the Allies.

LONDON: British communiques state as a result of enemy's unsuccessful raid near Broodseinde, fifteen prisoners including an officer, were captured by us. Several others of hostile raiding party were killed by our fire. Early yesterday morning the enemy attempted a raid on two of our positions in the neighborhood of Ypres, but were repulsed. We had no casualties. Hostile artillery has been active at a number of places along our front, particularly in the neighborhood of the Souchez river and southeast Armintieres. Enemy's artillery show some activity southeast of Cambrai.

French communiques state that north of the Ailette we made a successful surprise attack in the region of Urcer and brought back sixteen prisoners, one machine gun. Night calm everywhere else, except in Champagne, in the region of Tahure and in upper Alsace and in sectors to north and south of the Doller, where somewhat of a lively artillery duel is proceeding.

Italian communique reports British patrol attacked body of enemy, causing considerable losses. There was intense aerial fighting and seven enemy machines were brought down.

A DAISY

By the Ship's Poet

If I should fall while fighting "Over Here,"
Upon these shell-torn, blood-soaked fields of France,
My only prayer is, that my humble bier
Will be remembered; and that the God of Chance,
The Moulder of our destinies, will cause a daisy,
Pure and white, to grow upon my grave;
For thus some good of me will strive to last
On thru eternity; and when the ugliness of death
has passed,
You, Dear, may pluck a daisy anywhere upon God's
wondrous land, and know
That I was holding it within my hand
And giving it to you as part of me,
My heart and soul, my all, I give to thee.

THE HATCHET DOUBLES ITS PRINTING SPACE

On account of the great demand for the HATCHET the editors found it necessary to double the printing plant. The alterations are now in progress and it is hoped that they will not interfere with the daily delivery. The subscribers are asked to bear with us in case the paper is late on any afternoon while the changes are in progress.

"LONG, ROLLING SEA."

Wednesday, the day when so many were sick, there were numerous discussions on the part of the soldiers as to what the sailor would officially term the condition of the sea. It was variously estimated by the foot soldier as being rough, choppy, smooth. The ship's log shows it as having been "a long, rolling sea." The editorial board will give a $5 prize for the best 300 word story on "The Result of a Long, Rolling Sea."

Acrostic

The town we're living in just now
Has a "Daily," widely known.
Everyone subscribes, somehow,

Hoping to get news from home,
And be wiser.
To increase its publication,
Came the call "Who'll volunteer?"
Hand a copy of "The Hatchet"
Ere he runs away in fear,
To the Kaiser?

R. S. S. A. D.

Soldier to Boatswain: "Say Sailor, why do you wear your razor around your neck?"

Bos'n: "Whadayu mean, razor?"

Soldier: "That silver thing hanging to a string around your neck."

Bos'n: "Dat's no razor, dat's a Bos'n whistle."

(Continued from First Page.)

manned by strange and well armed Moros, with several chests in their possession, had landed at an island, Manuc Manca, about twenty miles from Bongao. When the natives of that island asked the strangers who they were and what their business was, they were informed that the strangers were traders, who had been trading for the last ten years in the Celebes Sea, and were now returning. Although they did not belong to this Island, they thought that it would be a good place to settle, providing there would be no objection on the part of the natives. When a favorable answer had been returned, they immediately began to carry their heavy chests ashore and to bury them in the sand. A fisherman had sailed up from the island to do some trading with the soldiers of the Post, and had casually mentioned the fact to the soldiers.

Here was a clue at last, obtained by the merest chance. The distance from this island, Manuc Manca, to the island in the Celebes, where the piracy was committed, is something over four hundred miles, so that the extent of the undertaking of the pirates in the voyage in canoes is evident.

Luckily there happened to be a Mr. Shuck, a German who had married into a Moro Chief family, and who could talk the Moro dialect fluently.

[To be continued.]

ENGINEER BUTTONS

The distinctive button of the Corps of Engineers has attracted considerable comment and the more curious have enquired into the derivation of "Essayon" emblazoned thereon.

In one of Napoleon's campaigns, before the fortified city of Zaragorsa, the infantry had been repulsed and the Great Commander inquired of his Engineers if they could break down the fortified gates of the city. They replied, "Essayon" (We will try) and the next day a battalion charged the gates with a bag of powder and a lighted fuse blowing up the gates, and themselves into eternity. The infantry rushed into the city and captured it.

Shortly after the American Revolution two eminent French engineers were employed in the laying out of the city of Washington and under their guidance the first United States Military Corps was organized and adopted the present button, having the fortified town, Zaragorsa with the American Eagle hovering over the city, carrying a scroll with the motto, "Essayon" in bold relief thereon. Later, when other branches of our military organization were organized, the Engineer Corps objected to the use of their button, and so the American Eagle was properly put on the button, to be used by all branches of the service, except the Engineers.

The castles used on the collar ornament on the Engineers represent the gates of Zaragorsa.

Two negro soldiers discharged for physical disability were given their discharges and pay. On the way to the depot, one said to the other: "Ah doant see no use for keepin dese yere papahs nohow, we gots our money." The other replied: "Man, yoah keep dose yere papahs, dey done shows youse civilized agin."

THE HATCHET

Vol. 1. At Sea, Wednesday, February 27, 1918. Number 7

IN PURSUIT OF PIRATES

(By A Naval Officer)
(Real History for the first time published.)
(Continued from last issue.)

He was the official interpreter for the Government at Sulu, a town on Sulu Island, where the Sultan resides, and on which the U. S. Government keeps a strong force of cavalry, the town itself being the most important in the Sulu sea in commercial lines. A boat was sent ashore, inviting Mr. Shuck on board, and he responded immediately. It was now about 2:30 P. M., so no time was to be lost to start out, as we wanted to search the island before dark. Orders were given for one company of Moro soldiers to embark with a week's rations, and everything was in readiness in an hour. We weighed our anchors and set for Manuc Manca, with the "Serdang" in the lead. The chart showed the island to be four nautical miles long, and two miles wide, surrounded by a corral reef. Evidently the Pirates had picked their island, because no large vessel could anchor. About 5:00 P. M. the island was sighted dead ahead, about five miles off, and it was then decided to separate, the "Serdang" to head for the south side and our ship, the "Basilan", to steer for the North, so as to prevent any escape in canoes, if they proved to be the pirates sought for.

We heard upon landing that the pirates evidently had anticipated trouble. As soon as our smoke was visible they hastily gathered their belongings, dug up their treasure chests, and dragged two small canoes with them in the brush. To the great astonishment of the original inhabitants of the island one and all withdrew in great haste to the interior, which was dense with tropical foliage, affording a safe hiding place.

The "Serdang" hove to off the south side of the island, while the "Basilan" stopped at the north. The motor launch from the "Basilan", with a force of fifteen armed sailors and an officer in command, the interpreter, Mr. Shuck, and myself, set out for the village, while the steam launch from the "Sedang" fully armed, came around the point to join forces in landing at the village to obtain any information that could be given by the natives. As it was getting dark, we were in a hurry to make the landing. The company of native soldiers stayed on board the "Basilan" for further orders. The whole population of the village came down to meet us when we disembarked and it was then we learned through our interpreter about the flight to the interior of the supposed traders. After a short council it was decided to land the native soldiers at once under cover of darkness and to place a cordon around the small village, because we did not know whether the villagers were friendly towards the pirates, or not. It was decided to allow no one outside the sentinels. The "Basilan", being of lighter draft than the "Serdang", was selected to proceed at once to pick up all the native canoes and to tow them astern, so as to prevent any escape

(Continued on Column 1, Page 2.)

A WARNING SIGNAL

Because of the printers' nostalgia, an unavoidable omission has been made in the preceding issues. Copyright has been applied for on all contents of "THE HATCHET" and all rights are reserved, in all countries.

HOW GERMANS KID THEMSELVES INTO BELIEF THAT THEY HAVE WON WAR

Wireless Operator Catches Sample of Pap with which People of Germany are Fed by Government Controlled Press—Claim they have Won War of Conquest

ARLINGTON, VA.:---In a new book on Germany, former American Embassador to Berlin, Mr. Gerard, discusses ruthless sinking Lusitania, fixing responsibility on Kaiser. Gerard says talents, ability, agreeable personage German emperor must not blind us to fact he is center of system which has brought world to misery, such as it has never known since the dawn of history. His eyes are so blinded with seeing his own glory that they see not mutilated corpses. Crime, pestilence, hunger and incalculable sorrow that sweeps upon the earth. Everywhere he has brought dark and mourning to millions desolated homes.

It has been reported that a wild panic was in progress at Petrograd when news arrived enemy had reached Pskoffonly eight hours distant from the capital, for whose protection men women have been summoned to dig trenches.

British troops are moving up Euphrates. February 20th our troops occupied Khan Abu Rayan, fourteen miles from Seram Ramadi. Patrols advanced ten miles from beyond this point to equal distance from it. Turks made little resistance to the advance.

WASHINGTON:---Weight limits of parcel post will be increased from twenty to fifty pounds.

WASHINGTON:---Bill introduced to give Red Cross free mailing privileges.

WASHINGTON:---The State Department has received a dispatch from the American Consul at Moscow, saying that all Americans there are safe. He is making arrangements for their removal to Samara, five hundred eastward.

TOKIO:---Viscount Ishii, head of the Japanese Mission to the United States probably will be appointed Japanese Ambassador to Washington it was announced here today.

(Unknown German Station Sends Following Press: Low Wave)

Operations in East taken planned course. If war must continue as favorably as it has in the past three months, then it will be a war of conquest for the Fatherland. When our splendid troops will fight further under their brilliant leaders, that we are equipped for this and to what extent is also satisfactorily

(Continued on page 2.)

(Continued from First Page.)

that night, which might otherwise have been attempted. Of course, we were not informed of the two canoes being carried along to the interior by the pirates. After several hours' hard work, aided by the searchlights, we had all the canoes in tow, numbering thirty-one.

Now began a trying blockade. The "Serdang" patrolling the south coast, the "Basilan" the north, meeting at each end of the island, both ships proceeding under slow bell. The searchlights cast their rays in every nook on the beach, keeping a sharp lookout from 6:00 p. m. to 6:00 a. m., as night would prove the most favorable to try to swim across. Nothing happened during the night, and in the morning, after having conference with the Dutch commander, it was decided to land one hundred and thirty-five men from the two ships to reconnoiter the island. The soldiers on guard reported everything quiet during the night, so evidently the pirates were well hidden and entrenched in the interior.

[To be continued.]

APPRECIATE "THE HATCHET"

The editors of "THE HATCHET" have been overwhelmed with praise and congratulations recently and numerous letters containing effulgent laudation have been received. Modesty forbids our printing many of these letters.

However, we are in receipt of a set of resolutions passed at a recent and largely attended meeting of Officers, in which our work is extolled. Feeling that these resolutions approximate the truth and that their official character deserves conspicuous notice, they are in part published:

> "The high and discriminating intelligence of the Editors of "THE HATCHET" deserves our especial consideration and the thanks and homage of all on board are herewith tendered. Not since the days of Dana and Reed, we are convinced, has such a galaxy of literary stars and intellectual giants been gathered together for a single purpose. The subtle understanding, the rare perception, the clever and intellectual manner with which the Editors approach art, literature, philosophy, and all other subjects, both modern and ancient, well proved to us that their brilliant minds are fully capable of disposing of any and all questions whatsoever."

We are sorry that space does not permit printing the splendid speeches made at the special meeting. They were brilliant and entirely true, but we have felt it best to print only the more modest of the resolutions. "THE HATCHET" is dedicated to the truth, therefore, we are forced to admit the impeachments made by our delighted followers.

OBITUARY NOTICE

A sad event has occurred in the death of Private Peters on Tuesday morning, who had been confined to the Sick Bay with a serious illness since our departure. In the afternoon his body was borne by six of his comrades to the deck, where the funeral was conducted by Chaplain S. of his regiment, assisted by the Ship's Chaplain. The ship came to a full stop, and as the final words were uttered his body was consigned to the deep, and impressive "taps" was sounded.

(Continued from page 1.)

known to the enemy. Our brave people worthy of all admiration, will press on further, but the blood of those fallen, the distress of the multitude of those mulitated, all the misery and all the sufferings of the peoples will fall upon the heads of those who stubbornly refuse to hear the voice of reason.

First German headquarters report twenty-eight Eastern war theatre army group Richhorn. Four days after crossing Moon Sound, troops brought up against Revel, bicyclers, cavalry and machine gun sharpshooters at the head, under command of Lieutenant General Baron Von Seckendorf, they had after a battle yesterday morning taken up the position. In Livland many towns have decorated themselves with flags upon our entrance. Numerous inhabitants arrested by Russia have been freed. South of Pskow our regiments met with strong resistance. In fighting they overthrew the enemy. Town was captured. Enemy forces near Kalenkourtshi attacked our detachments pressing in forward in Ukraine along Pripet. Enemy was repulsed in courageous attack, town and railway station were taken by storm. They have in union with Ukrainean troops freed great parts of land from plunder bands. Ukrainian Government has re-established quiet and order in districts cleared of the enemy.

On east front lately the whole staff of three divisions one hundred and eighty officers and three thousand six hundred and seventy-six men were brought in as prisoners. Number of prisoners and booty from Reval and Pleskan cannot yet be calculated.

Lighting Plant Used Aboard This Transport

The Electrical Plant on this vessel consists of seven 110 volt 1000 amp. generators, 6 of these generators are located in the main dynamo room abaft the engine room and number 7 is located above the main engine cylinders on a level with E deck. The main switch-board is located out-board on the starboard side of the main dynamo room and auxiliary boards are located just forward of number 7 generator.

The object of having number 7 machine and auxiliary panels located high above the others is to be able to supply auxiliary lights to all parts of the vessel in case the dynamo room would be flooded at any time. This provides sufficient lights for passengers to move about the decks with perfect safety. A blue light auxiliary system is also provided, as an additional precaution and 125 blue lights have been placed in various locations throughout the ship, these lights being fed from the main switchboard, and the auxiliary switchboard, and in case that both dynamo rooms are out of commission the lights are automatically shifted over to a bank of storage batteries by means of a solenoid arrangement. These blue lights are so placed that they provide sufficient light for the passengers to move safely about the vessel, and they also show that a ladder, companionway, or door, is located in their vicinity, through which you may reach the open deck. In addition to the other two auxiliary systems of lighting provided, luminous boxes are provided in each troop and engineering space which contain a Grether hand lantern and a hand flash light. These lights are only to be used in case all other lights in the ship fail. The luminous boxes are kept locked and the keys for those in the troop spaces are kept by the commissioned officer on watch at all times in these places when troops are embarked. The Grether lights are similar to a miner's hand lantern and the hand flash lights are of the Anglo Miner type and each of these hand lights provide sufficient light to illuminate a passageway.

THE HATCHET

Vol. 1. At Sea, Thursday February 28, 1918. Number 8

IN PURSUIT OF PIRATES

(By A Naval Officer)
(Real History for the first time published)

A hasty examination of the island revealed the fact that it would take at least five hundred men to make a systematic reconnoiter. The underbrush was so heavy that one could not see three feet away, consequently the landing forces were withdrawn, leaving the constabulary soldiers on guard as before. As the "Basilan" had to coal up, she proceeded with all haste to Sulu, capital of Sulu Island, and reported the condition to the commanding officer there. The distance from Manuc Manca to Sulu is one hundred and ten miles, and that same night we coaled up and took on board three hundred U. S. Regulars under command of Major Hearn, U. S. Army. We returned to Manuc Manca the following noon and at once landed the soldiers. A period of long and vigilant blockade followed. The soldiers made a search in the underbrush on the island during the morning and evening, camping for the evening wherever they happened to be at dark.

The inhabitants of the village were continually under guard, the ships constantly patrolling the coast, every one weary of the tiresome watching, and it was almost every ones' belief that the pirates had escaped, despite all the precaution taken. However, a systematic search had begun and it could not end until the whole island had been thoroughly searched.

On the twelfth night, however, some of the guards on the beach discovered what seemed to be a big tree lying in the water. Since they had not seen it there before, they casually walked toward it. To their astonishment it began to move out from the beach with unusual speed as if propelled by some hidden force. The soldiers shouted "Halt" to the floating thing. It paid no attention to the shout, but seemed to increase its speed straight from the beach at right angles to the strong current. One of them raised his rifle and fired into the floating tree, which stopped its course, and moved slowly to the beach as several more shots were fired. By this time other soldiers appeared alarmed by the shots. As the tree grounded, up sprang four wild men with their barongs, a short sword, in their hands. Being covered by a dozen rifles, they saw the game was up. Upon looking over the tree, it was found that several large branches of a specimen of a tree, grown on the island, were tied together, resting on top of their one canoe, which they had carried into the bushes at the time of their flight, was filled with barongs, chests of loot, four rifles and about two hundred rounds of ammunition. In fact, the little canoe was loaded up within three inches of the water line. Being called upon to explain how they could stay in the canoe and paddle as well, they explained that two placed themselves on each side of the canoe and joined hands across the top of the canoe, leaving the outward arm free to swim with underneath the overhanging tree branches.

(To be concluded)

Latest World's News By Radio

German Raider Returned Badly Damaged, After Sinking 35 Enemy Vessels. Usual German Egotism.

Poldhu, England: - Station came in very faint, almost impossible to copy. German raider Wolf which has succeeded in returning badly damaged, claims that thirty-five enemy vessels have been sunk. Japanese ship Saruning badly damaged, cruiser Eser English or Japanese. This Japanese vessel reported as Japanese Cruiser and British Admiralty states no British cruiser damaged by Wolf.

Representative at Kio, Sunday Viscount Motono replying to interpretation of Russo-German egotism said, "Should peace be actually concluded it goes without saying Japan will take steps of most decided and adequate character to meet occasion, considering question of separate peace with Great Britain. America and her other allies.

Eiffel Tower, France.--Artillery action sometimes violent in the region of the hill of the Mesnil and upon the left bank of the Meuse. Nothing of importance on rest of fronts. Aviators during day of February 26th brought down three large German aeroplanes. The French aeroplane bombarding squadrons dropped 4,500 kilograms of explosives on the railroad stations at Metz, Sabloms and Wurmeriville.

ORDERS GOVERNING TROOPS DURING BALANCE OF VOYAGE

Hereafter all officers and men must be fully dressed at all times of the day and night. Troops, both officers and men, will wear their belts with filled canteens and will carry their life preserver with them at all times. Officers will carry their pistols loaded. Troops on deck will remain in the general vicinity of their abandon ship stations, so that when the call for abandon ship sounds they will go immediately to their abandon ship stations.

Reveille for troops will be sounded at 5:00 o'clock and from then on all hands will remain on deck until after dark, except during mess hours, canteen hours and to attend to other necessary duties below decks.

Executive Officer.

The best kind of a message to the dear ones at home and an interesting souvenir of the voyage across will be "THE HATCHET." It is something that will be cherished always, and the contents have been carefully censored to contain nothing of "aid or comfort" to the enemy.

EDITORS ARE MODEST MEN

Day by day, as the popularity of "The Hatchet" grows with the public and admirers peruse---with delight and great profit to themselves---the brilliantly scintillating treasures of wit, art, philosophy, poetry and science, with which the columns of our wonderful paper are filled daily, the Editors feel that they have made a mistake---impossible as that may seem to the vast majority.

We are convinced that the modest, unpretentious and retiring natures of the Editors have prevented them from recognizing the great fact that in not giving the public more news of themselves, they have worked a hardship. They may, perhaps, be excused---because of their natural modesty and entire lack of vanity for such omissions in the past, but now that the truth has been brought home to them, such laxity would be criminal. What do they eat? Where do they live? Are they fond of prunes? There are a thousand and one intimate details that the public clamors for, and, while we realize the shock such publicity will be to our sensitive natures, we also comprehend that this is one of the disadvantages of fame and the cravings of the public to know the intimate life of the great must be appeased.

It has been the custom of the Editors daily to promenade on the deck. Their appearance has invariably been the sign for the collection of an enthusiastic crowd of admirers seeking to shake hands, or if this were impossible, to be accorded a nod or a smile. This condition became so pronounced that the troop commander observed our embarrassment and immediately detailed a guard to protect us.

The Editors were at first loath to accept this courtesy on the part of the Commander, but after deep thought realized that he had, with his usual foresight prevented a catastrophe. To the uninitiated, we may say that the Editors are accustomed to think when a thought strikes them. Think of the loss to posterity, should a thought strike one of the Editors, and, due to distraction caused by unthinking persons, that thought should be lost. The possibility of this appalling disaster has caused us reluctantly to accept the protection offered. We believe that the public will realize that the lives of great men must be lived apart---that they are not as other men and that they will govern themselves accordingly.

STOP SPITTING

At home cities and states enforce laws prohibiting spitting in public places. This is to prevent disease, as well as to obtain relief from a filthy habit. If this thing is so important ashore it is doubly important on a ship. Men are more crowded, there is a greater opportunity to spread disease and it is harder for the cleanly to escape from contact with the careless and filthy. Let every man be on guard to stop this uncleanly habit.

Collision aboard during the night between two colored sailors.

The first: . . . . . ! ! ! ! !

The second: So much the worse. Another time, put some radium on your nose.

"SAFETY OF THE SHIP"

Were the question to be asked, "What would be the principal factor in preventing this ship from being struck by a torpedo?" doubtlessly the majority of those on board would answer, "The guns." Such, however, is not the case. That which would count most toward preventing the ship from being torpedoed, would be the quick discovery of the periscope by an alert Lookout, and the prompt report of same made to "Control."

Without going into details, it is a known fact that the submarine is obliged to show its periscope (generally several times) before it can obtain a position which would enable it to fire a torpedo with any reasonable degree of success. It is reasonably sure that when a submarine is firing a torpedo the periscope would be visible for approximately twenty-five seconds. All that is necessary, in order to insure the safety of the ship, is for the periscope to be discovered at any time that it is shown, prior to actually firing the torpedo.

From the above, it can be seen that the duty of the Lookout is one of the most important and responsible aboard the ship. Upon his alertness, continuous vigil and prompt action in reporting what he discovers, depends the safety of the ship and those aboard.

A great deal of thought is given to the Lookout duty by those in charge and detailed plans are made whereby the entire horizon is continually scanned by many pairs of eyes. However, there cannot be too many Lookouts and every one about the decks should at all times consider himself a Lookout. There are any number of people constantly standing along the rail during the day, and there is every reason why one pair of those many eyes could discover a periscope before the Lookout, who might be searching, at that moment, a few degrees on either side of where the periscope actually appeared. Everyone about the decks, therefore, should consider himself a Lookout, upon which the safety of the ship might depend, and not hesitate to report any object he might see at the nearest Lookout Box.

We are all interested in the safe arrival of this ship at her destination, and by taking advantage of the above suggestion each one may feel that he has performed his "Bit" during the trip.

THE SOLDIER'S PHILOSOPHY

(Published by special request.)

One of two things is certain: Either you're mobilized, or you're not mobilized.

If you're not mobilized, there is no need to worry; if you are mobilized, one of two things is certain: Either you're behind the lines, or you're at the front.

If you're behind the lines, there is no need to worry; if you're at the front, one of two things is certain: Either you're resting in a safe place, or you're exposed to danger.

If you're resting in a safe place, there is no need to worry; if you're exposed to danger, one of two things is certain: Either you're wounded, or you're not wounded.

If you're not wounded, there is no need to worry; if you are wounded, one of two things is certain: Either you're wounded seriously or you're wounded slightly.

If you're wounded slightly, there is no need to worry; if you're wounded seriously, one of two things is certain: Either you recover or you die.

If you recover, there is no need to worry; if you die, you can't worry.

THE HATCHET

Vol. 1. At Sea, Friday, March 1, 1918. Number 9

BROTHERS MEET AT SEA FOR FIRST TIME IN FOURTEEN YEARS

In mid ocean two brothers, both soldiers aboard this transport, met by accident. It was the first time they had seen each other in fourteen years. Neither knew the other was on board when they sailed from the port of embarkation.

In telling of the meeting, one of them, who had enlisted in the North, said, "My brother was brought up by my uncle, I by my parents. Fourteen years ago I ran away from my home in New Mexico and went North. The other day a soldier passed me several times and kept looking at me. I asked one of the men why that fellow kept looking me over that way. Later he asked me if I came from New Mexico and I told him the name of the town I was born in. He then called me by my first name. First I thought he was faking, but the conversation proved he is my brother. I thought that my parents were dead, but learned from him that they are still alive. I was headed for home last spring to visit the old place when I saw a recruiting party in a northern city, soldiers were marching past and I got the fever and took on."

HEARD ON DECK

The Senior Medical Officer was making an inspection, when he came to where several members of a labor company were watching the antics of a pig in a crate. After watching for several minutes he turned to one of them and asked: "Is that your mascot?" One negro came back with the following: "Ah jest don't know what kind o' breed he is, boss."

The Commissary Steward wears a smile nowadays. All the empty tin cans are missing from the galley and storerooms. The Army has a band, and the Commissary says he knows how they got their instruments.

An American Sunday-School pupil in reply to a teacher's question, "Who was the first man?" answered, "George Washington," and upon being informed that it was Adam, exclaimed: "Oh well! if you are speaking of foreigners, perhaps he was."

My Tuesdays are meatless,
My Wednesdays are wheatless,
I am getting more eatless each day;
My home--it is heatless,
My bed--it is sheetless--
All were sent to the Y. M. C. A.
My coffee is sweetless,
Each day I grow Poorer but wiser
My stockings are feetless,
My trousers are seatless;
My God! But I hate the Kaiser.

CANADIANS MAKE SUCCESSFUL RAID

Hostile Aeroplanes Captured by British. Lines of Communication Damaged by Artillery

LONDON:-British communiques state successful raids in which several casualties were inflicted on enemy without loss to ourselves carried out Wednesday night by Canadian troops at Lens. Yesterday hostile artillery showed some south Cambria and south Scarpe in neighborhood of La Bassee and Armities and east Ypres. Our artillery engaged bodies hostile infantry and transports in neighborhood Saint Quentin. Our aeroplanes carried out several long distance reconnaissances and took many prisoners of hostile aeroplanes, and the railway communication in back of the enemy is at a standstill, owing to our bombardment.

Our machines were working all day with our infantry and owing to the enemy's disability we were able to obtain good results. Four tons of bombs were dropped by us on the large railway sideings at Courtrain and the railway junction between Bouaiand and Valley and on two hostile aerodromes north of Bouai and Billets. Two aeroplanes were brought down, one came down out of control. Another hostile machine was brought down by gun fire. Eight of our machines are missing. During Tuesday another ton and a half was dropped by us on barracks and railway stations. On the enemy's right one and one-half tons were dropped on aerodromes near Metz. All of our machines returned safely.

Some of General Allenby's troops crossed over the River Jordan near its mouth and captured Allk Port on the Dead Sea. They also seized a ford ten miles north of the River Jordan.

Invaded by Pacifists and the House of Commons to express his opinion on Count Von Hertling's peace professions, Mr. Balfour said that there was no basis in the Chancellor's speech for opening night stations and that any meeting of diplomatic representatives at a conference under present conditions would do more harm than good.

COPENHAGEN:---Colonel Hoffman, who represented the German Army at the Brest Litovsk peace negotiations, apparrently has succeeded Prince Leopold of Bavaria as German Commander on the eastern front. Advices received here today spoke of General Hoffman as directing the German operations along the Russian front. He declined to accept the Russian overtures for renewal of the armistice, but ordered German advance toward Petrograd and Kiev to continue.

(Note: Arlington too faint to copy remainder of his press).

Soldier: What's a tramp steamer?
Sailor: A bum boat.

IN PURSUIT OF PIRATES

(By A Naval Officer.)

(Real History for the first time published.)

(Conclusion.)

Upon being further questioned, they, said that there were four more in the interior and at the point of the rifle they were pursuaded to show the troops the hiding place. Through the moonlit bosque, the silent file of men led by the outlaws, forced their way to where the pirate Chief and three others had their lair. When these were called upon to surrender, all came forth except the chief, who opened fire with his rifle in response to surrender. Of course, it was only an instant, that the Chief seemed to totter and fall to the ground, only a few feet from his cave, as the rifles of the soldiers barked out in the stillness of the tropical night. So died a brave man, although he was on the wrong side of the law. The officers and soldiers still remember the defiant and proud attitude the chief took when all his men deserted him, he stood there alone to fight, rather than to surrender to such great odds.

The captives were taken aboard the "Serdang" to be accused of the crime committed almost two months before. They strongly protested their innocence until one old man whose daughter was murdered with her husband the night of the massacre saw the chests of loot which had been brought on board. He easily recognized one as his daughter's and when it was opened, he found the trinkets of silver he had given her as wedding gifts.

Confronted with these trinkets, which the old man positively identified, the pirates confessed they were the perpetrators of the crime committed, but pleaded as their defense that they were ordered to do it under penalty of death by their Chief. From the "Serdang" they were transferred to the "Basilan" under a strong guard. The Dutch Commander was assured that they would be tried at Zamboanga and in no way leniently dealt with. After thanking him on the behalf of the U. S. Government for his valuable assistance rendered, we bid him good-bye and he went aboard his own ship. Once aboard, he blew the whistle for a final farewell and steamed away in the dawn of the early morning, while the "Basilan" with the pirates in double chains and the soldiers on board, set course for Zamboanga. And it is only necessary to say in conclusion of this narrative, that the terrors of the Sulu sea were shortly tried and given twenty years hard labor in Calesian prison outside of Zamboanga. So ended the regime of the outlaws who for years had been a menace to the peaceful inhabitants of outlying islands near and far.

A TALE OF A "LONG ROLLING SEA"

(By one of the Contestants for the Prize.)

The log o' the good ship (censored)
Showed "a long and rollin' sea."
We hadn't our sea legs on as yet,
My buddy, Jack, and me.
And other landlubbers a-plenty there were
Who never before had seen
The ocean wide with its swellin' tide,
And its blues, and its grays, and its green.
Greener the ocean never was
Than some of us lads, it would seem,
Who knew not a hatch from a crows' nest
Or abaft from astern or abeam.
Grayer the sky and sea ne'er were
Than things looked to us that morn;
Bluer around the gills we got
Than ever since we'd been born.
"Tom," says Jack to me from his bunk,
"Tom, are you feelin' queer?"
And pointin' down to his stomach, he says,
"Somethin's sure got me here!"
"Why, Jack," says I, "I'm feelin' O. K.,
Come on, let's get our mess.
Your stomach's empty; some good old grub
Will fix it all right, I guess."
So me and Jack, we got in line,
And were handed our mornin' meal;
Me not lettin' my buddy know
How mean I'd begun to feel.
A lot of the fellows were absent
And no one was hungry at all;
There was many a slip 'twixt the cup and the lip
And many a face did pall.
Some left in an awful hurry;
The food wasn't good, they said.
But none would admit he was sick the least bit,
Or confess to a dizzy head.
Well, me and Jack went up on deck,
To see what was goin' on.
We hadn't quite got to the rail when Jack
Let out a despairin' groan.
What else he let out won't be mentioned;
Enough that I rushed to the rail,
And craning my neck far out from the deck,
I acted like Jonah's whale.
There were some stood by and snickered
And thought it a wonderful joke,
But it wasn't long ere they followed suit,
And I told 'em I hoped they'd choke.
And we'd ask some fellow how he felt,
And he'd say, "Oh, I'm feelin' fine,"
And scarce had the words got out of his mouth,
When he'd heave to the foaming brine.
There wasn't a thing that stayed down that day
But the hatches, and they were sealed;
While our stomachs turned their somersaults,
And even the good ship keeled.
And they called it a "long and rollin' sea,"
Though the waves were mountains high.
May I never see a rollin'er one
Till I roll over and die.

Soldier to comrade (in print shop): Say, Bud, let's go out on the porch and get some air.

THE HATCHET

Vol. 1. At Sea, Saturday March 2, 1918. Number 10

SHIP'S TIME BY THE NAVIGATOR

(Conclusion.)

In a recent issue of "THE HATCHET" I made a brief explanation relative to setting the ship's time. It is evident that if the voyage were to continue entirely around the earth, the sum of the daily corrections which would be applied to the ship's time would be twenty-four hours when the ship again returned to the port from which the voyage began. If the voyage were to the eastward, the ship and the sun would be on the same meridian one time more than there were days elapsed since the ship's departure, at the port from which the voyage began. If the voyage were to the westward, the ship and the sun would be on the same meridian one time less than the number of days that had elapsed, since the ship's departure, at the port from which the voyage began. In other words, if the ship voyaged entirely around the earth, setting the time ahead or back each day, and striking the days from the calendar consecutively each midnight, it would be found that the ship's time when the ship again made the port of departure, would be a day ahead of, or a day later, than that indicated by the calendar ashore.

To correct for this difference we must either skip a day or observe the same day twice in succession, in order that the ship's calendar will agree with the calendar at the port of departure on the ship's return.

In order that there may be uniformity in doing this, there has been designated by international agreement, a certain line which ships when crossing shall correct the calendar. This line, which is in the Pacific Ocean, is designated the "International Date Boundary" and follows very closely the one hundred and eightieth meridian. Eastward bound ships when crossing this line observe the same date twice. That is, the passengers may turn in on Wednesday and find that it is yet Wednesday when they turn out the next morning. Westward bound ships, when crossing this line, skip a day, that is, the passengers may turn in on Wednesday and find that it is Friday when they turn out again the next morning. This is all very well provided the day skipped is not a well known Thursday in the latter part of November, as once happened when the writer was crossing the Pacific and well after the passengers had gotten on their "sea legs."

It is surprising to note how many men have discarded their hammers and replaced them with "Hatchets."

Remember when we went to school, how small the ocean looked on the map? Gosh, how it has grown since then.

In the Officers' Mess Hall the other night, a one minute toast was given to our wives and sweethearts. But why forget the dearest of them all, OUR MOTHERS?

Navy Blue and Olive Drab;

Did it ever occur to you that a certain arrangement of the first letters of these colors spelled B. O. N. D. (bond)

JAPAN PROPOSES JOINT MOVE TO SAVE RUSS SUPPLIES

May Operate Alone in Siberia. Bolsheviki Troops Again Becoming Active. We Win on Western Front

London:-Japan has proposed to other powers at war with Germany joint military operations in Siberia to save the vast quantities of supplies and stores at Vladivostock and along Siberian railway. The problem now before the Powers is whether Japan shall proceed alone if campaign is begun or whether there shall be joint operations.

Although Bolsheviki delegates are on way to Brest-Litovsk to accept German terms a call to resist German airmen is being made by Bolsheviki Government. This call has been made effective. Troops at front have pulled themselves together and great towns are sending reinforcements. Bolsheviki Government justify resistance because invading forces are acting as brigands. They accuse them of shooting members of red army who have been arrested and arming German-Austrian prisoners of war on Russian territory.

The hospital ship Glenart Castle was torpedoed in English Channel. Total saved so far reported (29) missing (153).

LONDON:---British state certain amount of artillery work was accomplished with aeroplane observation during morning, Wednesday. Our machines carried out few reconnaissances and bombs were dropped on railway stations east of Lille and other miscellaneous targets behind enemy lines. One enemy machine was brought down. Successful raid in which we captured few prisoners was carried out by Stafford Cheshire Troops last night North of Ypres Tolden railway. Artillery activity both sides during night in neighborhood Vacquerie and East of Ypres.

French state in region east of Chavignon Germans yesterday threw columns into attack into our lines. Violent hand to hand engagements and finished in our advantage, enemy being driven back after sustaining heavy losses. Prisoners remained in our hands. Another attempt against our small posts southeast of Corbedy was equally unsuccessful. During night activity both artilleries continued to be very heavy.

Eiffel Tower, France:---At the two points attacked by the Germans in the course of last night and today the special German troops in the raids hurled themselves at the bodies of American Infantry. The allies of the entente everywhere kept their line intact, inflicting on the assailants notable losses and securing prisoners at each point.

[Radio News continued on next page.]

Sunday Services

Hours:

For troops--E-3	11:00 A.M.
For troops--E-6	11:30 A.M.
For crew --F-4	4:00 P.M.

Hymns:

Stand up for Jesus!

1. Stand up! - stand up for Jesus!
Ye soldiers of the cross;
Lift high His royal banner,
It must not suffer loss:
From victory unto victory
His army shall He lead,
Till every foe is vanquished,
And Christ is Lord indeed.
2. Stand up!--stand up for Jesus!
The triumph call obey;
Forth to the mighty conflict,
In this His glorious day;
"Ye that are men, now serve Him,"
Against unnumbered foes;
Let courage rise with danger,
And strength to strength oppose.

All Hail the Power

1. All hail the pow'r of Je-sus' name! Let angels prostrate fall;
Bring forth the roy-al di-a-dem, And crown Him Lord of all;
Bring forth the roy-al di-a-dem, And crown Him Lord of all.
2. Let ev-ery kin-dred, ev-ery tribe, On this ter-res-trial ball;
To Him all maj-es-ty as-cribe, And crown Him Lord of all,
To Him all maj-es-ty as-cribe, And crown Him Lord of all.

My Faith Looks Up

My faith looks up to Thee,
Thou Lamb of Calvary,
Saviour Divine!
Now hear me while I pray,
Take all my guilt away,
O let me from this day
Be whol-ly Thine.
May Thy rich grace impart
Strength to my fainting heart,
My zeal inspire;
As Thou hast died for me,
O, may my love to Thee
Pure warm, and changeless be,
A living fire.

God Bless Our Native Land

God bless our na-tive land! Firm may she ev-er stand,
Thro' storm and night: When the wild tempests rave, Ruler of wind and wave, Do Thou our country save By Thy great might!
For her our prayer shall rise To God, a-bove the skies;
On Him we wait: Thou who art ev-er nigh, Guarding with watch-ful eye, To Thee a-loud we cry, God save the State!

The order of services will be the same as that used a week ago. These hymns are printed thru the kindness of The Hatchet.

Come - Bring The Hatchet - Sing Heartily.

Editor's Note.- In setting up the above column, one of The Hatchet's expert typesetters at work was heard to say: "When I get through this, I will be on my way to Heaven, sure."

POEMS SUBMITTED IN THE PRIZE CONTEST

(A BALLAD)

He came on our ship at midday,
When she was tied to the pier
And his prowess in riding the zephyr
Made him look at her deck and sneer.
A flyer renowned and booted,
He clanked o'er the deck with his spurs,
Which he used to rowel his motors
Into faster buzzes and whirs.
The morning showed land in the offing,
And a wonderful shimmering sea,
How tame to a knight of the heavens,
Whose dips are so dizzy to see.

A second return of the daylight,
And the seas were increasingly long,
They rolled in the eccentric metre
Of a Cabaret one-stepping song;
He strolled out into the open,
But he staggered from scuppers to wall,
For the decks they heaved rollingly upward,
And dropped with a heart breaking fall,--
So he sought the repose of his cabin
And lay without boots in his berth;
But he found no surcease from his dizzy disease
That provoked all his roommates to mirth.

Alas, for the pride of the flyer,
The tale is too sad to relate;
For the seas grew increasingly higher
And louder the jeers of his mates.
At last to a door labeled "Herren"
He volplaned and swooped through the hall,
Like a husky and broad-shouldered full-back
As he plunges the line with the ball.
And what he did now needs no telling;--
Ere yet he had turned the door knob,
A navy in accents disgusted
Growled hoarsely, "Someone get a swab."

Col. Aborators

[Radio News continued from first page.]

In the course of the day the artillery fight took on considerable intensity in the region in the north, west of Rheims as well as in the Champagne, principally in the mountainous region toward Tahure on the one hand and Suippe on the other. Southwest of the Butte of Mesnil the Germans after having been pursued by the French counter attacks at the point to which they had penetrated in the morning, returned attacking with force. After several fruitless attempts which cost them heavy losses they proceeded in setting forth in one part of the positions that the French had secured. On the right bank of the Meuse and in Woevre the Germans bombarded violently the front line French positions on the Beaumont-Bois wood front in the region of Seicheprey a strong German surprise attack was repulsed and several prisoners remained in French hands.

THE HATCHET

Vol. 1. At Sea, Sunday, March 3, 1918. Number 11

GIANTS

By The Chaplain of Our Ship

"And there were giants in the earth in those days." Gen. VI:4

To the writers of Genesis, the men of antiquity who lived in the long ago before the flood, were giants. But what people have not had their giants? Mighty deeds of old have always required mighty men to perform them. The Greeks related with pride, the prowess of their Hercules and Titans. The Romans exalted their Vulcan and Cyclops. Hebrews delighted in the stories of Samson and their delight in the victory of their hero, David over the Philistine giant, Goliath, finds its counterpart in the enthusiasm which boys of today take in the story of Jack-The-Giant-Killer. "The village smithy" plays the same role at our homes.

We all well know that to be big, needs not to be good, yet we do delight in making great and good men to be big. We tell stories of Washington's strength in his ability to throw a stone across the Potomac, and of the unbelievable cords of wood that Lincoln could split in a day. Much of Roosevelt's popularity has consisted in the stories of his prowess on the western plains.

But after all, stature and strength are not sufficient to make any man a giant among his fellowmen today. A giant is one who undertakes and carries through a gigantic task. The mightiest is he who undertakes the greatest. And the greatest undertaking in the history of men has been, and is, the bringing of The Kingdom of Heaven to our earth. The task seemed too great for men of old who placed the Garden of Eden and the Golden Age, their Kingdoms of Heaven, in the dim and distant past. Even today, weak men will not see and strive for a heaven on earth but confine it solely to a future. But the greatest men have been those who, with a vision equal to their power, have labored and died to make this greatest thing actual and real and present. Jesus Christ proved his right to the foremost place among the giants among men when he became the Founder of this kingdom. The immensity of his task can hardly be conceived, but He succeeded in making the Kingdom's Heaven real to the eyes of men when they observed, His own perfect conduct, and ideal to the hearts of men as they felt his compelling love for them.

Paul, too, stands forth in our eyes as a man of gigantic measure. If Jesus was the Founder, Paul was the Interpretor of the Kingdom and enlarged its boundaries from the confines of the earliest Jewish members until it became a Kingdom for the world.

But has the race of giants perished from the earth since Biblical times? Surely the world which we know today is

(Continued on Page 2, column 2)

COMMISSARY NOTES

PROVISIONING FOR SEA LARGE UNDERTAKING FOR SUPPLY OFFICER

[BY ONE OF THEM.]

How long does it take for a man to eat his own weight in food? To the average person living in city or country and in reach of a near-by market by telephone and daily delivery this question does not often occur. When, however, the commanding officer of a transport orders the supply officer to provision his ship for a trip "over there" and back, then to him this question does come with tremendous meaning.

Per man, before the troops came aboard this ship, there were lowered thru two of the hatches into the store rooms approximately 138.5 pounds of food, and there remained at that time about 10 pounds of provisions per person from the first trip. 24 eggs, 18 pounds of beef and 3 pounds of butter were provided for each one. The wheatless days of the nation saved 20 pounds of flour for each. Let every man remember that he has 2.4 pounds of chicken, 6 pounds of oranges and 7.17 pounds of apples to consume before he leaves, but on some he must hold back for only .1 ounce of vanilla, .08 ounce of lemon extract and .5 ounce of mustard are provided.

There are approximately 165 items allowed in the navy ration and there must be sufficient of each brought on board for all. Woe be the Supply Officer who puts to sea with plenty of cereal and forgets the milk and sugar, or has plenty of flour, but has left the hops and yeast to make it rise into palatable bread back home in the store, for he has a large and hungry family to feed and satisfy and there is no corner grocery out here in the Atlantic.

RADIO NEWS

Special to The Hatchet

Radio March 3rd. 1:50 A. M., Tokio- Telegram reported Japanese Press state Allied Ambassadors in Tokio in conjunction with Japanese government are handling situation caused by German advance into Russia.

ACROSTIC

Knowing that he's in the wrong,
Amendment here is needed,
In the time of greatest want,
Soldiers and sailors heeded;
Ending forever Bill's mad career,
Ringing "Democracy" in his ear.

RELATIVE RANK OF OFFICERS

In response to many requests we are herewith publishing a table of relative rank of officers in the Naval and Military Services of the United States.

Commissioned Officers

ARMY	NAVY	MARINE CORPS
None	Admiral of the Navy	None
General	Admiral	None
Lieutenant General	Vice Admiral	None
Major General	Rear Admiral	Major General
Brigadier General	Commodore	Brigadier General
Colonel	Captain	Colonel
Lieutenant Colonel	Commander	Lieutenant Colonel
Major	Lieutenant Commander	Major
Captain	Lieutenant	Captain
First Lieutenant	Lieutenant, Junior Class	First Lieutenant
Second Lieutenant	Ensign	Second Lieutenant
	Warrant Officers	
Army Field Clerk, Field Clerk, Quartermaster Corps.	Boatswain, Gunner, Machinist, Carpenter, Sailmaker, Pharmacist, Pay Clerk, Mate.	Marine Gunner Quartermaster Clerk.

A TALE
(of a "Long, Rolling Sea")

A land lubber leaned o'er the rail of the ship,
And the fishes all chortled with glee;
The poor devil wrestled in Mal de Mer's grip,
The result of a long, rolling sea.

Now The Hatchet would have this related in prose,
As a story of three hundred words;
But poetry's shorter, as everyone knows---
The result goes to fishes and birds.

---A Casual.

"George, are you ill?
"No sar.
"Then what are you doing in the sick bay?
"I'se sick sar.

Sailor---Paul Jones said "Never give up the ship."
Seasick Soldier (standing by) "Gosh, did I swallow that too?"

HEARD ABOUT THE SICK BAY

One soldier remarked, "Every time I pass the galley, I sure do wish I were a sailor.

Sentry: Halt! who goes there?
Rookie: I don't know, but I'll go find out.

Sailor (In the brig)---What time is it?
Guard---What do you want to know for, you ain't goin' no place?

Bright Soldier:---What is bothering me now is, after the War is over, how can we bury "THE HATCHET."

Soldier---Why do they call this "B" Deck?
Mess Attendant---Cause this is where all the officers "Be."

GIANTS

(Continued from Page 1)

larger than the world which the Scriptural writers knew. Surely the lives of hundreds of millions of men today presents larger problems and the need of greater minds, and even of finer bodies, than the thousands which made up the hosts of ancient times. The Kingdom of Heaven today means universal peace, international brotherhood, economic justice, industrial development, social hygiene, and many other things that make for the peace, safety, and health of all men. Giants are needed for these and they must be found among you.

But "He that ruleth his spirit is greater than he that taketh a city." Only that man is mighty enough to be called a giant who is first strong enough to control his own passions and desires, and direct them together with all his powers and energies to honest endeavor, when he prays---

"Thy Kingdom come,
on Earth- - - - "

CONSOLATION

(By the Author of The Pursuit of Pirates.)

Give flowers to your friends while they are living,
Sprinkle sunshine down life's path each passing day,
The greatest joy in life is giving
Kind words and deeds the greatest kind of pay,
For diamonds cannot take the place of roses
Fine trappings cannot take the place of gold
For every heart some grain of gold reposes
So cheer 'em on before they grow to old.

Exchange Value of American Money

There will be a big pay day for the crew of this ship the day before she arrives in port. The army will probably be paid shortly after landing. The following is the comparative value of American and French money:-

French		U. S.
5 centimes	. .	1 cent
10 centimes	. .	2 cents
25 centimes	. .	5 cents
50 centimes	.	10 cents
125 centimes	.	25 cents
100 centimes	. .	1 franc or 20 cents
5 francs	. . .	$1
10 frtncs	. . .	$2
25 francs	. . .	$5

The above is the approximate exchange value, although it changes from day to day, and often American money is of more value than the rate quoted above. Usually better value is obtained at the Y. M. C. A. or local banks than at shops and hotels.

The value of exchange in English money is:

1 Cent	1 Ha'penny
2 Cents	1 Penny
12 Cents	1 Six Pence
24 Cents	1 Shilling
$4.90	1 Pound

THE HATCHET

Vol. 1. At Sea, Monday March 4, 1918 Number 12

"BURY THE HATCHET"

Never!--We feel that this Hatchet has chopped its way into the pith of our lives and cannot be withdrawn.

The initial blow would never have been struck had it not been for the helping hand of our Army friends. They had many obstacles to overcome---an indication of the spirit which will pull them through the work ahead of them.

The Navy has its small part to play, a difficult part made easy by the hearty co-operation of the Army.

We wish our brothers God Speed, and a safe return as well as a speedy accomplishment of their mission.

THE CAPTAIN

To the Dough Boys:---

Well boys, the time is approaching when we must part. You to enter a new field of duty, we, to continue our never ending ferrying of brave boys across old Father Neptune's "Long, Rolling Sea." We have safely taken you through your initial danger, which probably was but a minor event in your lives, in comparison to events that will come later, but which was absolutely necessary in order that you may face the greater dangers to come. Let us wish you luck in your future operations and let us hope that you shall always pull through danger as you have through the one just passed.

We can't get at them, boys, so we leave it to you. Go to it.

We have had many good times together; we have celebrated the Birthday of the greatest of American Generals; we have stood watches together, and we have, in play, fought against each other. All of which has strengthened the bond, which has drawn us together and speaks well for the cause of Our Country.

Good bye, Old Dough Boy, here's hoping that we will soon be carrying you victorious, in other directions, to the good old U. S. A.

A Jackie.

CASUAL WINS $5 PRIZE IN "LONG, ROLLING SEA" CONTEST

After a lengthy discussion, in which the merits of "The Log o' the Good Ship (Censored)" "A Ballad" and "Land Lubber" were thoroughly gone over, the editors of The Hatchet yesterday awarded the $5 prize for the best article on "The Result of a Long, Rolling Sea" to the writer of "The Log o' the Good Ship," it being the opinion that all things considered it gave the best description of sea sickness. It was written by a Casual, but his name is not known. If he will call on the Editors he will find his money waiting for him. There were many contributions submitted in the contest, many of them very clever, and it is regretted that space would not permit the publication of all. The same applies to numerous other contributions which had to be withheld.

What All Must Observe Upon Arrival in France

The following extract from A. E. F. regulations concern all troops landing in France and must be strictly observed.

a. No officer or man is allowed on top of cars or vehicles.
b. No officer or man is allowed on the engine or in the compartments set apart for the railroad staff.
c. No man is allowed to leave the train except at authorized stopping places and then only on order of the commanding officer.
d. No beer, wine or spirits will be allowed on the train.
e. Any man left behind at a station will report at once to the R. T. O. (Railway Transportation Officer), or if there is none present, to the Commissaire Militaire.
f. When train is moving all carriage doors will be kept closed.
g. Reserve rations will not be touched except on order of competent authority.
h. Under no circumstances will rations be destroyed, thrown away or given away.
i. A noncommissioned officer will be designated for each car or compartment and will be held responsible for the enforcement of these orders.
j. Bottles or other articles are not to be thrown from the window.
k. Rubbish will be put under the seats.
l. No braziers or fires whatever are allowed in railroad vehicles.
m. No officer, soldier or civilian, is allowed to join the train without written authority from the Railway Transportion Officer.
n. In cars carrying horses one door will be kept closed.
o. No one will be allowed on the running-board while train is in motion.
p. The following bugle calls will be used in troop movements:

"Assembly," sounded five minutes before command is given to entrain.

"Attention," sounded five minutes before arriving at the detraining point. A single blast is the signal to entrain.

Men will not leave the cars without permission or orders. When permission to leave is allowed, limits will be prescribed. Men may be allowed to purchase food, etc., en route, but under the supervision of an officer or noncommissioned officer. Men will be formed in column of files before buffets, etc., and will be required to move away promptly after making purchases.

A man with whom sickness was chronic
Was told that he needed a tonic
And he said, "Doctor dear,
Oh, please make it beer,"
But the doctor said, "No
That's Teutonic."

VOLUME 1—"THE HATCHET"

And now we are coming to the end of our journey---the first volume is finished.

Those of us in the Army will pass on and away to further adventures, pleasant or not as God of Chance may decree; and the Navy which sees these men go will experience the thrill that comes with the knowledge that a difficult task has been accomplished well and the thoughts will turn to other equally difficult tasks which await them. So, in this parting word let us take stock of ourselves and of each other. Let us remember that we, each one, serve the common cause, that the Flag that flies from the mast of this transport is the same under which the Army serves.

For once, the writer, who is of the Army, wishes to insert a thought into these columns, without consulting the Navy members of the Board. It is in regard to the uniform courtesy, friendliness and comradeship, displayed by the Navy Officers toward the Army men. In thinking of this the writer is reminded that too often pomposity, bluster, and loud words, are, n many quarters used as a mantle to cover glaring inefficiency. And the corollary of this is that the quiet, effective, and always courteous man is generally present with tinkling bells when the emergency comes. So, gentlemen of the Navy, I hope you will believe me when I say that this attitude of yours, perhaps more than any one thing, has doubled our admiration for, and pride in, our Navy. The writer had heard this repeatedly discussed during the trip---and feels confident that the feeling is unanimous.

We have been fortunate in being aboard this transport because of many things---not the least of which has been THE HATCHET. The privilege of being one of the Editors has been delightful---not particuliarly because of the work, but for reason of the associations. And while we of THE HATCHET have attempted to amuse you---sometimes at the expense of ourselves ---we feel the we have helped to distract from the monotony of a long voyage and lessen the strain which many have been under and in that thought we are well repaid. Perhaps, too, THE HATCHET has helped to increase the morale of those on board and thereby promote efficiency---and when copies are sent back to America it may be that they too will find some cheer therein.

Until this War is done and the cause for which we fight is won---may succeeding volumes of THE HATCHET so serve the Army and the Navy.

APPRECIATION

The Editors desire in completing this, the end of Volume One of The Hatchet, to express their sincere appreciation of the hearty and unselfish co-operation of the Army and Navy boys. The difficulties under which they worked have been many and have necessitated working many times through the night to early morning. With their cheerful co-operation and persistent effort they have largely surmounted them. Whatever measure of success has been attained is very largely due to these soldiers of the land and sea.

The Captain and Executive Officer of our Ship have given us every possible help in this effort.

They are now enlarging the plant and we desire to express our deep debt to them. In the days that are to come, as other volumes appear, they will come into being with much less difficulty than was unavoidable in the initial volume.

RADIO NEWS

(Special to The Hatchet.)

London:---British reports that during Friday night enemy's raiding parties displayed great activity all along British lines. Raiders were driven off by rifle and machine gun fire and left a few prisoners. Raid carried out on Portuguese front was preceeded in considerable strength. In fighting which followed enemy succeeded in entering foremost trenches and in securing several prisoners but were quickly and completely driven out by counter attacks of Portuguese troops. In other raids attempted by enemy they were repulsed by sharp fighting. A few prisoners were left in British hands. During Saturday night artillery showed some activity in the Scarpe Valley.

French official reports show that on the French front artillery had been engaged with increased intensity and the enemy had employed troops in considerable numbers in carrying out raids, to northwest and southeast of Rheims attempts to enter French lines especially pronounced. Salient was particularly selected for attack but withheld by French. At same time attack was launched upon Lepompelle further east. Germans claimed to have destroyed Fortress Lepompelle. French admitted they gained footing in Alsace working to west but were rejected and positions restored. In Champagne towards Corrille enemy attacked on front of eight hundred yards and found French trenches evacuated but these were taken by counter attacks. Enemy attempts to restore them was wrecked by French fire.

New York:---Sir Robert Greyson of Canada has been to Washington to discuss with the British Ambassador and United States Government utilization of resources of United States and Canada in the most effective way for common object of winning war. The Government of the United States has shown its manifest desire to co-operate in every possible way.

"LIFE"

Life that laughs through childhood's eyes,
Life that thrills with youth's desire,
Life that glows with love requite,
Life that burns with manhood's fire.
Life that quickens in the bud,
Life that blossoms in the flower,
Life whose fulness sheens the leaf,
Life that gilds the harvest hour.
Life whose cycle never ends,
Life whose eyes look toward the sun,
Life whose joy is but to live,
Life whose race is never run.
Life that treads the path to death,
Life that fades nor stays to mourn,
Life that laughs---while beauty dies,
Life that dreams of lives unborn.
Life that heeds nor time nor space,
Life that knows nor years nor days:
Life whose ages pass as hours,
Life that lives while earth decays.
Life so joyous; life so vain,
Life so futile; life so bright,
Life so radiant; life so blind,
Life so weary; life so light.
Life so cruel; life so brave,
Life so sanguine; life so cold,
Life so fickle; life so fair,
Life so buoyant; life so old.
Life the future; life the past,
Life the springtime; life the fall,
Life the mother; life the child,
Life eternal; life the all.
Life!

By a Major.
Written on board

FINALE OF VOLUME I
OF THE
HATCHET.

TO THE BAY OF BISCAY.

The terrorizing Teuton and the wily Magyar horde,
Were threatening the universe, and so we went aboard,
That steady transport, on sunlit day serene,
To sail the Bay of Biscay in the fall of '17.

The troop ship it was crowded with coons and stevedores.
Packed lengthwise, sidewise, endwise betwixed the various floors,
(In nautical vernacular I'd say "the decks between,")
When we sailed the Bay of Biscay in the fall of '17.

Our sailing was suspicious as we slipped away at night,
They corked up all funnels and they doused each vagrant light,
As we slipped away to Europe with water, wind and steam,
To sail the Bay of Biscay in the fall of 17,

The planet-powdered heavens were studded with the flare,
Of lustrous constellations whose providential glare,
Insistently invited us to hurry and convene,
Across the Bay of Biscay in the fall of '17,

But Aeolus was angry and he loosed a tiny breeze,
Which crumpled up the ocean with overwhelming seas,
Till each face was full of anguish, each countenance was green,
When we crossed the Bay of Biscay in the fall of '17.

The pudding that we swallowed we soon put over side,
With gastric gurgitations that could not be denied,
There would have been no difference if desert had been ice cream,
The Bay was mighty turbulent December '17.

Slum gullion for breakfast, slum gullion at noon,
With frequent interspersings of the ever faithful prune,
Oh these and other hardships would often intervene,
When we sailed the Bay of Biscay in the fall of '17.

The sun was always shining in the pleasant land of France,
The women all were beautiful; you saw it at a glance,
The wine was effervescent, it had to be, I ween,
To tempt me to cross old Biscay in the fall of '17.

When the struggle is concluded and victory is sure,
The foe must take some punishment most grievous to endure,
I'll offer this suggestion when the councillors convene—
They be made to cross old Biscay in some fall like '17.

CARLETON B. McCULLOCH, Maj. Med. Corps
December 18th, 1917.

THE ROAD TO FRANCE.

By Daniel M. Henderson.

Thank God our liberating lance
Goes flaming on the way to France!
To France--the trail the Gurkhas found!
To France--old England's rallying ground!
To France--the path the Russians strode!
To France--the Anzac's glory road!
To France--where our Lost Legion ran
To fight and die for God and Man!
To France--with every race and breed
That hates Oppression's brutal creed.

Oh France - how could our hearts forget
The path by which came Lafayette?
How could the haze of douth hang low
Upon the road of Rochambeau?
How was it that we missed the way
Brave Joffre leads us along today?
At last, thank God! At last we see
There is no tribal Liberty!
No beacon lighting just our shores!
No Freedom guarding but our doors!
The flames shes kindled for our sires
Burns now in Europe's battle fires!

The soul that led our fathers west
Turns back to free the world's oppressed!
Allies, you have not called in vain!
We share your conflict and your pain!
"Old Glory" through new strains and rents,
Partakes of Freedom's sacraments!
Into that hell His will creates
We drive the foe; his lusts, his hates!
Last come, we will be last to stay---
Till Right has had her crowning day!
Replenish, comrades, from our veins,
The blood the sword of despot drains,
And make our eager sacrifice
Part of the freely rendered price
You pay to lift humanity---
You pay to make our brothers free!
See, with what proud hearts we advance---To France!

VOLUME II

The editorial staff of the first volume of the paper was, of course, widely scattered when the ship reached Brest. Captains Vanwinkle and Beveridge and Lieutenant Manley disembarked with their respective troop organizations and Surgeon Bainbridge, who had been the organizing genius of the initial issues, was detached from the ship for special temporary duty in France.

While the ship was returning to America the ship's Chaplain, P. F. Bloomhardt, the only one of the former group of editors to remain on board, was summoned by Captain E. T. Pollock and upon him was laid the responsibility of preparing for the publication of the paper on the following trip to France.

The ship entered Hampton Roads, Virginia, on March 20th, and after spending several days coaling at Newport News, proceeded to New York. Here a new paper cutter, new supplies of type and printing gear, and paper were secured.

When the *George Washington* started on her third trip to France as a transport at 8:20 p. m., March 30th, the day before Easter, she carried in addition to a number of casuals, the 23rd Engineers, the Provisional Battalion Detachment of the 35th Division, Labor Battalion 308, as well as several truck and repair units.

The organization of an editorial staff was immediately undertaken by Chaplain Bloomhardt and the first issue of the paper was circulated on the second day at sea.

The board of editors who were responsible for the second volume, consisted of:

Chaplain P. F. Bloomhardt, U. S. N.
Captain D. W. Wynkoop, 23rd Eng.
Y. M. C. A. Sec'y Charles W. Towne.

Ted Walker, Roger Scarle and Sanford Jarrell all of the 23rd Engineers served as reporters and contributed to the columns.

In the print shop, the mechanical work was done by Wall, Mantlow and Abbott, ship's printers who remained on the ship to put out all nine of the volumes published on the way to France. They were also assisted by the following men from the troops on board: Harry Brouck, William Brigel, Virgil Steward, William J. Stalker, Thomas W. Sturr, John R. Myers, L. G. Hoffman, Owen Tudor, E. A. Bristow, H. D. Rice, P. H. Bauer, Neal Normand, William M. Barton, Owen E. Walsh, C. E. Simms, Albert Fahey and Edw. Furbush.

No untoward incidents occurred on the trip that were serious enough to note here.

To the editorial board of this volume is due the credit working out a fitting arrangement of type and heading for the sheet and many valuable suggestions that were incorporated in the volumes that followed. Among them also originated the first suggestion of gathering the successive volumes and other matter for publication in book form after the war.

The ship arrived in Brest on April 13th and after a six day stay in port started west, reaching New York on April 27th after an uneventful trip.

THE HATCHET

Published On The High Seas

Vol. 2. April 1, 1918. Number 1.

∴ ∴ The Road To France ∴ ∴

By Daniel M. Henderson

Thank God our liberating lance
Goes flaming on the way to France!
To France-- the trail the Gurkhas found!
To France-- Old England's rallying ground!
To France-- the path the Russians strode!
To France-- the Anzac's glory road!
To France-- where our Lost Legion ran
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Upon the road of Rochambeau?
How was it that we missed the way
Brave Joffre leads us along today?
At last, thank God! At last we see
There is no tribal Liberty!
No beacon lighting just our shores!
No Freedom guarding but our doors!
The flames she kindled for our sires
Burns now in Europe's battle fires!

The soul that led our fathers west
Turns back to free the world's oppressed!
Allies, you have not called in vain!
We share your conflict and your pain!
"Old Glory" through new strains and rents.
Partakes of Freedom's sacraments!
Into that hell His will creates
We drive the foe; his lust, his hates!
Last come, we will be last to stay---
Till Right has had her crowning day!
Replenish, comrades, from our veins,
The blood the sword of despot drains,
And make our eager sacrifice
Part of the freely rendered price
You pay to life humanity--
You pay to make our brothers free!
See, with what proud hearts we advance--To France!

MESSAGE OF COMMANDING OFFICER

1. It is important that all cooperate intelligently and zealously with the naval authorities in charge of the ship. For months many of us have been shooting on naval rifle ranges and those so favored are aware of gratitude already due the Navy for its assistance. As the voyage progresses, all of us will have further cause to thank the Navy. Let us express our gratitude by helpful cooperation and willing obedience to naval regulations, most of which have as their object the safeguarding of the many lives aboard ship.

2. I know the members of this command well enough to feel perfect confidence that in an emergency they will conduct themselves in a manner suited to the title Soldiers of America.

COLONEL COMMANDING TROOPS

First appearance of 'The Hatchet'. You will get it daily free of cost through your Sergeant. Address contributions 'Hatchet" and put in Post Office.

First gun from our boat at target practice this morning made direct hit on explosion---the clarionet player of our band fell flat. The unexpected bass note startled him.

TIDE TURNS UNDER FOCH'S LEAD

[Special by wireless to "The Hatchet"]

LONDON:- Mar. 31. The tenth day of the world important battle of Picardy found the Allied armies linked solidly under one supreme commander-in-chief, General Foch, one of the master strategists of Europe. General Foch took over the high command at an hour when the mighty battle was looking extremely favorable for the Allies. The Germans had been beaten at Arras, where they tried to smash the British front and won back the famous Vimy Ridge. South of that sector the British, by means of swift and powerful counter attacks had driven the Germans back, recapturing the important ground and prisoners. South of the Somme River fighting of tremendous proportions has continued to rage, but the Germans were held in check, sustaining staggering losses. The fighting of the past twenty-four hours, it was estimated today, has increased the German losses to upwards of five hundred thousand men.

(Continued on page two)

HELP WANTED!

Do not think that contributions are not wanted by the Editors of this paper. They are yearning for them with the thirst of the desert. The Jokesmith Column begs for material as also the poet in his quiet corner. If what you send does not appear in print lay it to the door of the Censor-----the dragon of pressdom with every claw bearing its own eraser, ink destroyer and black smudges to delete. Do not mention even the name of the ship you are on, the number or name of your company or regiment or anything else a mosquito could get his hook on. Like the well known ballad. "If you talk in your sleep. Don't mention my name!"

APRIL 1st, THE DAY OF FOOLS

It is perhaps a fortunate thing we are inclined to believe that those who do not agree with our views are fools. In this category we have no hesitation in presenting the compliments of the season to KAISER BILL, Von TIRPITZ, HINDENBURG.

May they all enjoy the fruits of the season with the real significance of April Fool's Day deriving whatever comfort they may from the juicy citrus they have opened.

Oh, you watermelon!

AMUSEMENT SEASON OPENS

Boxing and Wrestling, Band Concerts and Vaudeville Now On.

The bouts pulled off on the after hatch on Monday afternoon formally opened the entertainment season aboard ship. Several hundred officers and men watched the events from every available spot and heartily cheered the contestants.

In the evening a band concert was put on, enlivening the boys in E 3 and E 5. This was followed by a rattling good series of vaudeville turns, in which the song-and-dance specialists had a chance to distinguish themselves.

Tuesday's programme will open with a band concert, 9.15 to 10 and another 3 to 4 p. m. on the after deck, where wrestling bouts will be held at 12.30. The band plays again at the same place, from 3 to 4, and in the evening, from 6 to 7, in E 3 and E 5. At 7 another programme of variety has been arranged by the entertainment committee, which includes representatives from the army and navy. The Hatchet will print the daily programmes 24 hours in advance.

EASTER AT SEA

That our first day at sea happened to be Easter Sunday is a coincidence that will not soon be forgotten by all on board. The morning dawned beautifully. The air lost its sharpness and grew balmier.

The religious services on the ship were all well attended Thousands met to do honor to Him whose Resurrection Day was celebrated. Mass was celebrated by Chaplain C. of the Army for the Crew at 9.30 and for the Troops at 10.15 in the morning. At the main Ships Church Service, at 11 A. M. the mess Hall E 3 was crowded and an impressive service of worship was lead by the Ship Chaplain assisted by Y. M. C. A. Secretaries on board. The Easter Service for the Ship's Crew was held in their quarters at 4 P. M. to which the sailors responded well.

(Continued from page one)

PARIS CALM AT GERMAN BOMBARDMENT

PARIS:- Mar. 31. The latest bombardment of Paris by the German Super-gun, in which seventy five were killed and nearly a hundred wounded when a shell struck a church, failed to terrorize Paris today. Instead, the city seethes with anger and the reaction was one of hot determination to fight to a finish and seek vengeance for the latest outrage of German frightfulness.

AGAIN BOMBARDED

PARIS:- April 1. Paris was again bombarded by the long distance German cannon this morning. Eight dead among whom are four women, and thirty-seven wounded including nine women and seven children, were the casualties resulting from the bombardment today.

FRENCH RESERVES RESIST HUNS

PARIS: March 31st. The battle on the twenty-five mile French front between Moreuil and Lassigny has been resumed with great violence, the French War Office announced to-day. The official communique said that French troops, supported by many reserves are stubbornly resisting the strong German attacks.

BAKER CHATS WITH THE BOYS

WITH THE AMERICAN ARMY IN FRANCE: March 31st. Newton D. Baker, the American Secretary of war, has returned to American Headquarters this morning. He strolled about incognito conversing with enlisted men.

UNIVERSAL MILITARY TRAINING WINS

WASHINGTON: March 31st. Ultimate adoption of universal military training as a permanent national policy is definitely assured, its advocates in Congress declared today following the test votes in the Senate yesterday.

UNEARTH NEW ENEMY WIRELESS

BOSTON: March 31st. A mysterious new system of wireless telegraphy has been used by the German agents in New England and possibly in Boston, it was learned today following investigations.

COUNTER ATTACKS STOP GERMANS

PARIS:- April 1. The battle on the Moreil Lassigny front continued the whole day and extended sixty kilometers, says the War Office announcement tonight. The German assaults multiplied in force, were incessant, but French counter-attacks everywhere stopped the onslaught.

ENGLISH LOSE MORE VILLAGES

LONDON:- April 1. The Germans have captured the villages of Grivevesnes, Aubvillers, Cantigny, Mesniel, St. Georges, Le Monchel and Ayencourt, the War Office announced this evening. All the villages named are in the Montdidier region. Heavy fighting is progressing to the eastward of Ayencourt but the exact situation is unknown. Besides gaining ground south and southeast of Montdidier the Germans made some progress west of the Avre.

WILD ENTHUSIASM AMONG U. S. SOLDIERS

WASHINGTON:- April 1. Secretary of War Baker reports according to cables from abroad that Pershing's men threw their hats into the air like school boys and slapped each other on the back when they learned that their period of inactivity was now to be superseded by the prospects of a real fight.

CAPTAIN EDWIN T. POLLOCK, U. S. N.

Commanding the *George Washington* from October 1, 1917, to September 29, 1918, was born in Mt. Gilead, Ohio, October 25, 1870, appointed to the Naval Academy, May 20, 1887, and commissioned Captain January 1, 1917.

He served on the *New York*, flagship of Rear Admiral Sampson, during the Spanish-American War; on the *Ohio* as flag-lieutenant of Rear Admiral Train on the Asiatic Station in 1906, and on many other vessels in all parts of the world during his sea service of eighteen years and seven months.

He was in command of the *Kearsarge*, 1912–13; the *Salem*, 1913, during her trip to Gibraltar, 1913, for extensive radio tests.

Commanding the *Hancock*, 1916–17, he, as Representative of the United States, received possession of the former Danish West Indies, and was Acting-Governor until relieved by Rear Admiral Oliver. Also while in command of the *Hancock*, he had command of the 4th Convoy Group of the First Expedition to France in June, 1917. On his return to the United States he was ordered to command the *George Washington*.

On the convoy groups under his command over 140,000 troops were safely transported to France, over 40,000 of the troops being carried on the *Hancock* and the *George Washington*.

THE HATCHET

Published On The High Seas.

Vol. 2. April 2, 1918. Number 2.

WHO'S WHO ABOARD SHIP

There are on this voyage three battalions of a technical Regiment that for several reasons are entitled to more than casual mention. The men of this Regiment represent the flower of their profession. Nearly all are graduates of colleges and every State of the Union has given its petal. Their calling has made the United States known throughout the world of progress.

Numerically this is the second largest technical Regiment of our country. It is composed of men who have enlisted for this branch of the service with this one Regiment as an objective, for the balance of the war. Taken as a whole they are men who have already found themselves and made a success of life or else in a fair way are to be classed in this enviable group. Financially, most have given up more than the Government would ever expect to repay them. Within one month from the opening of its list, the full quota of men called was exceeded.

Greater than these commendable features and one that stands above all others, is its esprit de corps. Its pride and faith in its own organization, pervades these men from privates up. It is a continuous circle of belief;- the men having implicit confidence in their immediate officers and these in turn looking up to their Commanding Officer, the Colonel, with an absolute faith in his ability, honor and justice. In turn the Colonel views his men and is proud of them collectively and individually. It it a situation that neither wealth nor power can create. Lucky is this organization that has faith in itself and its leader!

At the beginning of our entrance in this war there were many regiments formed that started with just such elan. Exigencies of war broke up many of these units and in the breaking destroyed this feeling for all time. Many friends from the same community instead of finding themselves side by side, were scattered to different divisions and otherwise absorbed as far as individuality went. The effect of this produced a lessened esprit de corps.

This one organization has stayed intact and for that reason the word 'lucky' is used advisedly. They will do what they set out to do! Everyone of us in life accomplishes his end if he is fired by this same indomitable enthusiasm and faith. We wish them Godspeed.

There is another important reason in the rigid censorship of The Hatchet. You can send it back home as it stands without any question about it going thru. Had you considered keeping your copies for this purpose? It's a pretty good way to tell them about what happened on the way over.

One year ago next Saturday, we entered the war against Germany. Ceremonies to make the occasion will take place as outlined in tomorrow's Hatchet.

In answer to the assertions of many, that was not land that you saw yesterday but the horizon partly obscured in the low lying mist.

BRITISH HOLD; FRENCH ADVANCE; GERMANS LOSE

LONDON: April 2. Violent fighting continued throughout Sunday afternoon, and evening in the angle of the Luce Brook and the Avre Rivers, with varying successes. The Germans renewed their assaults on the western outskirts of Albert, but were unable to gain any ground in Serre sector. The British captured 109 German machine guns during Sunday's fighting. The Germans are still holding all along the line. The villages of Monchel and Ayencourt, between Moreuil and Lassigny rivers, were recaptured by the French. The Germans lost more than 100 prisoners and 14 guns. Official dispatches to the French War Office say a notable advance was made by the French in the Oruillers sector, between Montdidier and Noin. Hard fighting continues along parts of the Picardy battle front with the German drive halted. Allied counter thrusts are getting stronger daily with the arrival of fresh reserves. German losses are now estimated at 550, 000. Anglo French armies recaptured much ground on Easter Sunday together with upwards of 1,000 prisoners.

$500,000 ATLANTIC CITY FIRE

ATLANTIC CITY, NEW JERSEY:-April 2. Damage variously estimated at from three hundred forty thousand dollars to five hundred thousand dollars was done early today by a fire which destroyed the larger portion of a block. The origin of the fire has not been determined.

SENATE ASKS FOR WAR PRAYERS

WASHINGTON:- April 2. The Senate this afternoon passed a resolution offered by Senator Gallinger, the Republican leader, asking the President to set aside a day of prayer for the success of the war against the Central Powers.

HUNS HURLED BACK AT ALBERT

WASHINGTON:- April 2. On the western outskirts of Albert, the Teutons made a new effort to dent the British front and two strong assaults were delivered. Both collapsed under the grilling fire of the British soldiery. Despite the determination of the Teutonic thrusts and the recklessness with which the Germans sacrificed their men, the attackers were unable to make any progress.

ANGLO-FRENCH THRUST OUSTS GERMANS

PARIS:- April 2. A brilliant counter thrust carried out by Anglo-French troops has driven the Germans from the village of Hungardensanterre the War Office announced today. The Germans made a determined effort to capture Grivesnes, north-west of Montdidier but were thrown out after fierce hand to hand fighting. Fighting of extreme violence raged Sunday afternoon and last night north of Montdidier. The Germans made strong assaults between Montdidier and the Amiens-Perrone road; but all were smashed by the Allied fighting.

MONSIEUR, THE PILOT

A modest, genial little man, grey haired, blue eyed and wearing the uniform of a warrant officer of the French Navy, is a familiar figure these days, walking B deck, and between puffs from his jimmy pipe, talking pleasantly to men and officers.

Monsieur . . . . . is permanently assigned by the French Navy to the task of piloting U. S. transports through the danger zone in the vicinity of French ports.

His two small ribbons, worn on the left breast, represent honors conferred for distinguished services. The Medaille Militaire was awarded by his government for special efficiency during his twenty-three years in the Navy. When he had successfully piloted a 12,000-ton ship into port after being torpedoed at midnight last summer without the loss of a life, he was honored by being cited in the naval orders and given the Croix de Guerre.

He is keen, alert, companionable. Those who have had the fortune to talk with him realize that he typifies the highest ideals of the sea-faring man, be he of Saxon or of Latin origin.

"DONTS" FOR ALL OF US

The following are prohibited:

1. Gambling.
2. Matches of any kind.
3. Obstructing ladders and passageways.
4. Visiting between enlisted men of the Army and Navy.
5. Sleeping on deck.
6. Re-selling articles purchased in the canteen.
7. Carrying on deck, after dark, lighted cigarettes, cigars or pipes.
8. Sitting on outside rail of the ship.
9. Throwing overboard any article that will float.
10. Obstructing ventilator ducts.
11. Spitting on deck.
12. Smoking in berthing compartments.
13. Removing basins from washrooms.
14. Throwing cartons and other rubbish into latrine troughs.

WANTED! PRESSMEN AND COMPOSITORS

Any man on shipboard who wishes to share in the novel experience of helping get out a daily paper at sea, particularly pressmen and compositors, are asked to report to the Printer's Office, on B Deck, forward.

ENTERTAINMENT PROGRAM FOR WEDNESDAY

9.15 A. M. Band concert on Forward Hatch, D Deck.
12.30 P. M. Boxing Bouts, After Hatch, C Deck.
3 - 4 P. M. Band Concert, " " C Deck.
6.30 P. M. Band Concert in E 3.
7 P. M. Band Concert in E 4.
7 P. M. Lecture "The French People." in E 3.
7.30 P. M. Vaudeville performance in E 4.

CHIPS FROM THE CHERRY TREE

The Field Desk fever is abating.

Anybody had a hot-water shave yet?

The merriest blade in the War---The Hatchet!

In fact, it seems to have the edge on all the rest.

One end cuts and the other knocks, and that's going some.

And before the war is over, we're going to bound the business end off the baffled bean of braggart Bill, the Beast of Berlin.

Calm weather continues. The sea is smooth. No one is seasick, not even the ship. But watch her heave her anchor when the weather gets rough!

The bandman who measured his length on deck when the gun went off has been indefinitely suspended. The Leader expected B natural, and he made it B flat.

News has just arrived via Radio that our genial Ship's Chaplain followed the call of the wedding bells during his last shore leave. We congratulate the bride on having found a dependable Life Boy in the matrimonial sea.

WHO'S WHO TO PORT AND STARBOARD

It is mighty jolly---this travelling en famille, as the French say. Sister ships floating all round, signals wigwagging back and forth, hitting up the sign language as lively as a pair o' gossips in a deaf mute asylum.

But when the reporter for The Hatchet wants to tell you right out in print who our nice neighbors are---the Censor jams on the lid and we're tongue-tied. Take the one-funneled sister to port, for instance, all we can say is that she was named for a distinguished American; while the two-funneled party carries a monicker that smacks of southern Europe. Aft there trails a high, single-funneled ship whose name begins with a consonant and contains five letters, while the weird lady to starboard, camouflaged till it looks like a Futurist blueberry pie in swimming, is a tidy little ship with a foreign flavored name that suggests labors ministerial---and joys bucolic.

Now you know 'em all by heart, please respect our confidence. Don't mention 'em, except in whispers!

ANCHOR, ARROW AND FLEUR DE LIS

The Anchor has always been the sailor's symbol. The word is akin to 'angle' in its origin. In appearance it is not dissimilar to the arrowhead, used by scouts as a sign of direction, and the 'fleur de lis', used as the sign for North on the compass since Marco Polo's time. As both of these symbols give rise to a feeling of security in the knowledge they furnish, and turn men's thoughts homeward, so to men of the sea the anchor signifies security and rest in the home port.

It appears on the cap devices of all commissioned, warrant and chief petty officers of the Navy and the Marines and is the distinguishing mark on the collar device of all line officers of the Navy.

THE HATCHET

Published On The High Seas.

Vol. 2. April 3, 1918. Number 3.

SEE WHO'S HERE!

As a second well camouflaged and censored introduction to the next largest unit traveling on this boat, we take pleasure in having you shake hands with men who have left the foothills of the Wichita Mountains. They represent the advance oversea detachment of a division that is bound to make its name in this war. As a few of its specialties may we mention infantry, artillery, machine-gun, cavalry, engineering, gas, hand grenades, radio and signal as part of their tour de force.

There are representative officers of each on board. Almost one-fourth of these visitors are officers and the balance non-commissioned and privates. They have all been assigned to different schools in France for final polishing off of metal even now well burnished. When the large remaining quota arrives in France they will be met by these officers skilled in the last word of war. Lessons begun under foreign officers back home in their rolling prairie camp will be riveted by practical experience.

And what was the past of these men who are now soldiers? They were drawn from the stock-yards, cities and farms of the Middle West. Many of the officers were prosperous business men of this same section. Some at an early period showed predilection to military preparedness by being in the old National Guard. Many of the men are college graduates. All are volunteers, men who enlisted before the draft, save a few of the latter sent to fill gaps. Their morale is above question.

Are they hardened? Can you imagine any but a rugged constitution standing this last winter under a tent? Some mornings they awoke to find inches of snow on bed and floor. This was no training for a pink tea! We are as proud to carry over a bunch of men like these as Emperor William will be displeased at meeting them.

PREFERS TRANSPORTS TO PASSENGER SHIPS

One civilian is "in our midst."

He's entitled to wear a uniform, because he's a veteran of the Ambulance Service of France.

When it came to arrange for his passage, this sagacious diplomat immediately asked:

"Can I go on a transport?"

And when the Army authorities said "Certainly," he thanked them heartily and hustled his luggage aboard the good old transport---Shiver-me-timbers.

The Hatchet reporter caught him on B Deck the other day and asked:

"Why'd you choose a transport instead of a liner?"

" 'Cause it's safer!" was the laconic reply.

As an answer to "why is this paper called The Hatchet" we give you this sequence: who said, "I can not tell a lie"? Another paper published by a sister ship is named "The Rail Splitter".

BRITISH TAKE PRISONERS AND GUNS

LONDON,April 3.---Two German counter assaults, delivered at the point of the Boudier salient between the Luce and the Avre Rivers, were shattered by British artillery fire, the War Office reported today.

The Germans lost heavily. Doing the course of fighting in that sector the British captured fifty prisoners and thirteen machine guns.

In the Hebuterne sector, near the Northern end of the fighting line the British carried out a successful enterprise, capturing seventy three more prisoners. During Monday afternoon the Germans delivered counter thrusts in that sector but they were thrown back.

In the sector of Ashieville and Hellebreke, on the West Flanders front, the British made successful raids.

The War Office report indicated that the fighting had died down on that part of the Picardy front.

This front is shaped like a human head. From Ablaiuzeville to Bucquey it cuts the Southwest, making the top of the head. From Bucquey to Albert it extends nearly due south, forming the forehead. Here is an inward curve, representing the lower angle of the forehead and then the line extends southwestward with a sharp angle at Marcelicave forming the nose. The lips are the two small salients at Moreuil.

The line again extends southwestward to Grivesnes making the chin and the bottom of the face is represented by the line through Montdidier towards the Southeast.

BULGARIANS ON WESTERN FRONT

WASHINGTON, April 3.---Bulgarian troops are now fighting on the Western front, Consul-General Murphy today cabled the State Department from Sofia, forwarding the cable through the American Legation at Berne. Murphy had previously stated that he was convinced there are no Bulgarians in France and that the only Bulgarian units now engaged anywhere against the Entente are now on the Macedonian front.

AIR RAID ON PARIS

PARIS,April3.---German airmen made a raid over Paris early today. Gotha machines, similar to those used over London, were employed.

The alarm sounded shortly after three o'clock and in forty-five minutes the recall was given. Gotha aircraft are the largest employed by the enemy.

WHAT'S DOING FOR ENTERTAINMENT

Thursday's program of entertainment aboard ship begins with a wrestling match on the after hatch at 12:30. At 3 p. m. the band will give a concert in the same place, and at 6:30 will play again, in E 3.

At 7 o'clock there will be a grand minstrel show, put on by members of one of the troop units.

KEEPING THE "SOUL" IN "SOLDIER"

To win wars, we need men, money, munitions and morale. Government provides the first three. The last is the contribution of many factors.

Among these is an institution which for half a century has specialized in welfare work among young men, and is now on active service in the training camps of America and the battle fronts and billets of Europe.

Representatives of this institution were heartily welcomed by the troop commander and the ship's officers when they arrived shortly before sailing, to take up for the first time the work of the Young Men's Christian Association on U. S. transports during the period of the war.

Since coming aboard, the "Y" men have been "finding" themselves." The work being new, they've had lots to learn of the ways of the sea and the customs of the navy.

So far, they have distributed among us 25,000 "good-bye" postcards, and, with the kind assistance of the army officers, have put 2500 library books into the hands of the men; have served as aids to the ship's chaplain in religious services, and have put at the disposal of soldiers and sailors 500 song books, a portable organ, victrola and records, testaments for Catholic, Jewish and Protestant worshippers, games, stereopticon and slides, a quantity of miscellaneous reading material, 24,000 sheets of writing paper and 12,000 envelopes.

Their personal services have been tendered the Entertainment and Editorial staffs and their full co-operation with, and subordination to, army and navy discipline, have been expressed to the proper authorities. It is their hope that the Red Triangle will continue to make good, both afloat and ashore.

HERE'S A GOOD TIP, BOYS

In recent foreign newspapers, occasional letters have been published, written by French soldiers, and to a mild extent criticising the attitude of the American soldier in France. They are disturbed by the bragging cock-suredness evidenced by our boys in their own ability to do everything better than anyone else.

It should be borne in mind by all of us that the country we are going into is new to us, as is war itself. The French have been fighting for their own homes for the last three years, enduring privation and hardship, and are worthy of every consideration. We should carefully avoid wounding their personal feelings.

We are a nation that has implicit confidence in itself and proclaims the fact from the roof-tops. Our youth is prone to show this by arrogance. Bear this in mind and you will get along better with the strangers whose gates we are about to enter.

THE FOLLY OF PRACTICAL JOKES

Yesterday a man not adverse to joking himself, did not get out of his bunk at the accustomed hour. His state room comrades thought him feigning sleep. At ten in the morning a surgeon was sent for to disprove the idea and found the man unconscious. He was removed to Sick Bay during Boat Drill. All practical jokes in serious times (and certainly these are such) are not only questionable in taste but fraught with danger.

CHIPS FROM THE CHERRY TREE

Calm weather continues. The sea is smooth. No one is seasick, not even the ship. But watch her heave her anchor when the weather gets rough!

We don't believe half these rumors about immorality among sailors---but we're growing suspicious at their talk about an abandoned ship!

Nominations are in order for a new regimental song for our largest contingent. We'll start the bidding with "My Dad's the Engineer."

Has the fishing season really opened? We noticed the Officer trailing a riding crop and wondered whether it meant trolling for bass or fly-casting for trout.

Lots of new folks moving into the neighborhood. Yesterday our floating population was increased by two sea-faring sisters, garbed in drab and deep-water camouflage, and wearing the usual rapid-fire jewelry and lots of powder.

One officer would have come a nasty cropper in the lea scuppers yesterday had it not been for his spurs which became entangled in a nearby steamer chair. Moral---go well heeled!

There is enough going on in this big boat to fill a three ring circus yet there are a lot who can't even get as far as the side shows!

Someone ought to get after old man Neptune about lighting up at night. He flashed enough phosphorus the other night to notify the whole German fleet of our presence.

Speaking of camouflage, why not paint a ship to look like a Bologna sausage and a loaf of pumpernickel? Fritz would never sink anything so homelike.

Since the "No Lights" order went into effect, cigars, cigarettes and matches have organized a Gloom Squad. Only the illuminated watch dial is able to put a good face on the matter.

One of the Jackies reported a bark to the south of us yesterday. And one of the soldiers immediately asked: "Did it come from a dog-fish?"

COMMUNION MASS.

The presence on board of Chaplain C. of the U. S. Army, makes possible Communion Mass for all men of the Catholic faith. The following hours have been arranged. For troops, on Thursday and Friday, 6 a.m. in E 3. For crew, Monday, 6 a.m. in F 4. He will hear confessions in his room, 139, D deck starboard, daily between one and three P.M.

THE TRANSPORTS

Drifting apart like wild ducks feeding,
The transports cruise each one its way,
Half speed through gentle ocean heaving
Till mates of morn are lost in day.
At setting sun each leaden steamer,
Like startled flock at distant guns,
To guarding cruiser swiftly gathers,
And through the long night darkened runs.

D. W. W.

THE HATCHET

Published On The High Seas

Vol. 2. April 4, 1918. Number 4.

THE BOYS IN BLUE

It's true that they look particularly well in their whites. In either case they have everywhere found the legend to be true, "your uniform admits you." Certainly none on board have had less need of a formal introduction than the jackies. Hundreds of eyes follow every sailor who passes up and down the decks, and any one of them who pauses when off watch, whether on deck or below, very shortly finds himself the center of an interested group of men from other branches of the service.

Much of this delightful popularity is undoubtedly to be attributed to the very noticeable geniality of the men in khaki and O. D., but the gentlemanly bearing of the officers and men of the ship's crew has been the subject of such special remark as to make it worthy of notice here.

There is one division of the crew however who do need an introduction to all on passage. Deep in the bowels of this monster of the deep, where the engines are throbbing ceaselessly and the mighty fires are burning fiercely day and night, lives a race of coal begrimed, strong muscled giants who can not be recognized by the blue or white of their uniforms, as;

"Men who go down to the sea in ships."

But to these invisible "knights of the fire-room" all honor and credit be given. They're the "men below the guns who do the work"---a work which is making "Over There" become "Over Here" to us more and more each day.

However, whether firemen below or the lookout in the crow's nest, whether of the gun crew forward, or of the electrical force aft, all the blue-jackets are proud to be engaged in naval services for the Homeland, and especially glad that their lot has fallen on this particular ship of the fleet where the spirit has grown unceasingly strong and where the associations have proven to be so delightful.

NAUTICAL LOUNGE LIZARDS

The question was asked of the Executive Officer, "How many life preserving pillows should be allowed on deck to be used by the men to sit on?

"I should think about 100 would suffice to rest their weary brains," was his answer.

It is well to bear in mind that these articles are intended to help save life and care must be taken not to abuse them.

The Editorial Staff of this sheet changes from voyage to voyage; therefore, if you travel in our company continuously, a frequent change of style will be noticed. Our censorship forbids mentioning the names of the Editorial Managers on which The Hatchet's life depends.

Why not send it in to The Hatchet--if it's good? The contribution box in the ship's postoffice yawns invitingly. And the Y. M. C. A. boys in 163 have plenty of white paper and 1000 sharp lead pencils.

GERMAN ATTACKS REPULSED

PARIS, April 4.---The Germans broke the lull on the French Sector of the Picardy battle front by striking at the French positions south of Moreiul last night. The attacking forces were thrown back, the French war office announced last night. There was only one point where the Teutons were able to gain a foothold. North of Plemont the Germans gained some ground. Sonth of Moreiul the Germans made an attack during the night, but were thrown back, the official communique said. The The Germans attacted near Rollot, but were repulsed.

HUNS CAPTURE ROUMANIAN OIL INDUSTRY

WASHINGTON, April 4.---Germany has secured control of Roumania's oil wells for a period of ninety-nine years. A despatch to the state department quotes the Tiegiche Rundschuau as publishing a statement that an agreement has been reached whereby Germany secures majority of the output of the Roumanian oil wells for this period. The statement declares that this is in compensation for Germany's war losses in Roumania, estimated at one billion dollars. Officials have interpreted this as indicating that Germany intends to disavow the "No annexations, no indemnities" policy.

OVER 400,000 HAVE ENLISTED

WASHINGTON, April 4.---With 799 accepted applicants to the regular army the United States has passed the 400,000 enlistment mark since our entrance in the war, the Government announced today.

UNCLE SAM TO MAKE "THE ROLLIN'S AN' BLOWIN'S"

NEW YORK, April 4.---The United States Government took over the entire prodution of the Bull Durham Cigarette factories of the American Tobacco Company in North Carolina today, and will use the output of the plants for soldiers in France.

AUSTRIA GRABS A PIECE OF ROUMANIA

AMSTERDAM, April 4.---Count Czernin, the Austrian Foreign Minister, in outlining the terms of the treaty enacted between Roumania and the Central Powers, stated that the frontier had been moved to the hills beyond Turn Savereins, says a despatch from Vienna. The Foreign Minister explains that this step was taken for the defense of the lower Danube, including the Iron Gate

CALIFORNIAN FOR TREASURER OF U. S. RAILROADS

WASHINGTON, April 4.---Augus D. MacDonald, formerly of California, was today named treasurer of the railroad administration by director general McAdoo.

WASHINGTON REPORTS ALLIED GAINS

WASHINGTON, April 4.---Two more blows have been struck by the German against the British and French lines at the south, without decisive results. East of the Arras, the Kaiser flung his legions against the British defensive works in the Fampoux Sector, but they were hurled back after spirited fighting, leaving many dead. The British captured some prisoners. Just west of Noyon the French struck northward against the flank of the German salient, gaining some ground.

MAKING OUR OWN MOVIES

Think we ain't got a "movie" on board this varnished, sea-going caravan? Just trail up mid-ship and peel your eye down through that mile-square hole which opens on E 3, mess from C deck! Reels on reels of flickerin' fillum!

There you will see everything from custard pie comedy to a warbling warrior singing "La Paloma"---and that's tragedy. You will see, passing in swift succession, boxing bouts, brass bands, singing sailors, singing soldiers, all sorts of musical artists, wrestling matches---and considerable smoke. Then swiftly the scene shifts to a somber group of kneeling men with a robed priest in their midst. And again, the Great Event, when all hands "chow." Charlie Chaplin has nothing on the "chow" scene with its "traffic cops" and moiling men.

Then, in the twinkling of an eye, it is a vaudeville stage. And there on the floor, cross-legged, elbow to elbow with his men, is the backbone of the troops---our Colonel---just one of the boys.

There's pathos, too. I found it in the face of a big, wholesome chap who was gazing into a baby face he had just taken from a soiled envelope. I remarked that the child must be very young.

"Yep" said the soldier. "Three weeks old today. Never saw him, but I've sure got a lot to come home to."

ARE YOU WORTH IT?

The above is the title of a stirring Editorial in a recent copy of "The Stars and Stripes," the official weekly newspaper published at the front by the American Expeditionary Force. We recommend to our readers the sentiments it expresses in these words.

It costs the United States $50 a week to mantain each soldier in France. This is the estimate of Lord Northcliffe. It seems high, but Lord Northcliffe, through intimate association with the war and a comprehensive knowledge of America, should speak authoritatively. At any rate it is certain that the United States Army is going to be a mighty expensive one, the most expensive, undoubtedly, in the field. We are better paid, better fed, and clothed at least as well as any other troops. And we are three thousand miles from our base.

Assuming that the figure is correct, are you, as a soldier, worth $50 a week---one Liberty Bond representing, possibly, a widow's savings, a school boy's hoard?

War changes the value of everything, money included. That you may not have been a "$50 a week man" at home does not indicate that you are not worth that over here.

The answer is that you are worth it if you are doing all that is expected of you, doing your duty. And this holds whether you're doing "squads right into line," peeling potatoes on K. P. or helping hold a stretch of front line trenches.

The American soldier's duty just now is principally to learn how to fight, to get in trim, and stay in trim. And to do this he must put his mind and his soul into his job and he must not endanger his physical fitness by excesses.

In the final analysis, it is a personal proposition. It's up to you. Ask yourself, "Am I worth $50 a week?" And if you can conscientiously answer yes, you are.

CHIPS

Revolution means progress---be it in a nation's politics or a ship's propeller.

If you want to get a laugh, just have an orderly page the gathering for the ship's Butcher. The roar that goes up augurs ill for the Butcher of Berlin, once we get at grips with him.

An issue of one blanket for seven jackies on the after hatch yesterday afternoon provoked an impromptu catch-as-catch-can that lasted half an hour. Casualties: six barked shins and a fractured wrist watch.

One of the stewards dropped a pot of coffee in the after dining room yesterday. It skidded the length of the floor, and the loser lurched after it. Then some one threw sand in the gears by starting "Rolling Down to Rio."

We were earnestly expounding our desire to make The Hatchet clean and keen the other day, when along came the Ship's Carpenter and offered us his emery wheel. Guess when the cavities yawn in the forms just before press time we'll call for the dentist.

I've a notion that the ocean has a motion. Haven't you? That the breeze on the seas brings disease that is new. But a goblet of champagne--presto! and you're well again. Or a lemon in the face--zippo! How you hit the pace! These are cures you can employ, when the Ocean takes the "joy" out of "joy-ney," me Boy!

WAR ANNIVERSARY CEREMONIES

Plans for Saturday's observance of the anniversary of the United States entering the war against Germany are going forward successfully.

Subject to Executive Officer's approval, there will be a competitive drill at the manual of arms between several company squads, for cash prizes, in the morning. In the afternoon a program of special competitive sports will be put on, with cash prizes for the winners, and in the evening a patriotic review, with singing of the national hymns of the Allies, will be given and brief speeches, appropriate to the day will be heard.

SAILORS' LINGO

Floor, deck; stairs, ladder; upstairs, above; downstairs, below; dining room, mess hall: meals, chow; bed, bunk, hammock; retire, turn in; arise, turn out; hospital, sickbay; ahead, forward; behind, aft; toilet, head; window, port; wall, bulkhead, rope or string, line; derrick pole, boom; post, stanchion; dentist, t. h. (tusk hoister;) get ready, stand by; runway, gangway: pail, bucket (or movable bathtub;) scrub brush, caiyi; overalls, dungarees; carpenter, chips; electrician, sparks; ship policeman, jimmy legs; chaplain, sky pilot.

MOTHER GOOSE AT SEA

Sing a song of sisters,
Seven ships at sea,
Semiphoring chattily;
"Tres bien" and "Oui!"

When the night has settled,
Silence rules the deep---
'Cause the Hun might catch you,
Talking in your sleep!

THE HATCHET

Published On The High Seas.

Vol. 2. April 5, 1918. Number 5.

WHO'S WHO AFT

The happiest bunch on board is that numerous crowd aft. Inconspicuous by day and invisible by night, they are usually voiceful and give evidence of having the best time of their lives. The brig has yet to see the first one of them, and their chief failing seems to be a love for "rolling the bones."

Recruited largely from the cotton and corn fields of the south and middle west, a large percentage of them volunteers, they are enthusiastic over the part they will have to play in making the world safe for democracy. Whether their ultimate objective is the front line trench, for work as sappers or miners, or some secluded hamlet for road and bridge work, they will do it cheerfully under officers whom they know and in whom they have confidence. Soldiers such as these have already acquitted themselves creditably on the battlefield, as well as in the pick and shovel work which is inseparable from every branch of the military service. Mr. Roosevelt might testify to what they did at El Caney, and the Mexicans to their valor at Carizal.

There is a longing in the hearts of many of them to wear the insignia of the engineers corps.

The four senior sergeants of the organization are old soldiers who have seen many years of service in camp and field, both in America and in the Philippines. Their preference is for the fighting line, but they are good soldiers and the commissioned officers testify they are invaluable. The other enlisted men, brought from civilian life, have become inured to out-of-door life by being brought from southern homes to a cold northern climate where they passed one of the severest winters in years, housed in tents. Through it all they kept cheerful. After six months of camp duties, they welcomed a change of scene and of activities.

While the commissioned officers of the outfit have their predilections, they have been detailed to the work they are on because of their knowledge of the men with whom they have to deal. For all of them military life is quite foreign to their customary vocations.

It is the firm belief of the organization that armed with pitchfork and shovel they will be of vital aid to the army that carries the grenades and guns.

IN MEMORIAM

Memorial services for Private Bradford, who died at sea were held in E 3 yesterday afternoon. All his company mates were present. The Regimental Band played appropriate hymns, a male quartet sang, and the company Captain and Chaplain spoke a few fitting words. The Colonel commanding the troops attended.

The Editors are deeply touched at the words of praise showered in today's Contribution Box---also for the 5-cent piece someone slipped in. This raises by 400 per cent the going rate of "a penny for your thoughts."

GERMAN DRIVE DEFINITELY CHECKED

LONDON, April 5.---The lull continues on the British sector of the great Picardy battle line.

The British war office in its announcement today reported only artillery activity at some points on the west Flanders front.

There was some hostile shelling on the Menin Road and in the Passchendaele district, said the official statement.

There is no change in the general situation and it is daily becoming more evident that the German drive has been definitely checked. Despite stormy weather, allied airmen are active along the ninety mile front. Many German airplanes are being shot down where observations are being carried out in all the sectors back of the German front.

A considerable force of German troops has been massed along the Southern edge of Aheir salient and the next big German offort evidently will be made against the Paris-Amiens-Calais Railroad.

FRENCH RAID YIELDS PRISONERS AND GUNS

PARIS, April 5.---Increasing violence marks the artillery duel on the Picardy battle front north of Montdidier, according to the official communique. On the Aisne River front, northwest of Rheims, in the Champagne, and on the left bank of the Meuse river, Verdun front, the French entered German trenches capturing thirty prisoners and two rapid fire guns. The Germans tried to raid French trenches in Avocourt Wood and north of St. Die but were repulsed.

ANNOUNCE TERMS OF THIRD LIBERTY LOAN

WASHINGTON, April 5.---The third Liberty Loan bonds will be dated from May 9, and the issue will mature in ten years, the Treasury department announced. The first coupons will be payable on September 15, 1918, for one hundred twenty-nine days, after which the interest will be payable semi-annually on March 15 and September 15. The bonds are not convertible and are not subject to call for redemption before maturity.

BRAZILIAN WARSHIPS JOIN ALLIED FLEET

LONDON, April 5.---The naval forces of the Allies in European waters will shortly be reinforced by a number of Brazilian warships. The admiralty has allowed this information to be made public, but no information is given as to the size of the squadron nor the work it will do. It is supposed, however, that the Brazilian men-of-war will be used for anti-submarine duty and for guarding merchant ships.

HIGHEST BELGIAN HONOR FOR PERSHING

WASHINGTON, April 5.---General Pershing has been awarded the Grand Cross of the Order of Leapold, the highest order Belgium can bestow.

INTRODUCING "THE CARPENTER'S GANG"

Had a talk with "Chips" last night.

You all know "Chips," of course, the Ship's Carpenter.

He's the Guy you 'phone to when the water doesn't run or the door-knob's off or your porthole paint's a-peeling or a deck splinter trips you or a plugged ventilator threatens asphyxiation or a cracked washbowl bisects your matitutinal wash-up or the mess table slips its moorings and makes yours a Movable Feast.

"Chips" proved to be a good friend of The Hatchet-- naturally. And he unbosomed his neatly-buttoned soul to TheHatchet's emissary and told him his Troubles--with a smile. A genial, frank and wholesome smile--the kind that showed the Man, warm, human, alert, responsive.

Beyond that, the Censor says "Thou Shalt Not" when it comes to naming the gentleman.

Did you ever stop to think, fellow-floaters, that if you took the boilers and engines, the electrical equipment and the ordnance out of this immense craft, that everything that's left would be "up to" the Department of Construction and Repair---otherwise known to the Jackies as "The Carpenter's Gang"?

The hull itself and all that therein is and every blooming bit of material equipment pertaining to the craft is under the direct jurisdiction of the C. & R.

Twenty-seven men comprise the present muster roll. It is this small force, aided by a small detail from the troops, that does this important work.

The Department includes the Carpenter and he has three Chief Carpenter's Mates---one an Assistant to the C., one in charge of the metal workers and the other of the woodworkers, including painters. Under the metal workers come the ship-fitters, first and second class; plumbers and fitters, all first class; blacksmiths, first and second class; and the woodworkers, divided into first, second and third class petty officers, shipwrights and painters.

These men are charged with the upkeep and the safe and usable condition of the hull itself, decks, bulkheads, masts---- in fact, every tangible portion of the craft. They take soundings every hour during the night and day, to see if there is water in the hold; keep the fire and ventilating systems in condition; look out for the life saving apparatus, shore up the ballast of steel billets, see to the portholes---even the daily job of closing them is "wished on to" the versatile C. & R.

In short, if you don't like the complexion of your stateroom ceiling or your wardrobe drawer shows signs of sticking closer than a brother---send for "Chips."

His middle name's Trouble. From keel to truck, from stem to stern, he's the Best Little Fixer on the ship.

TRANS-SIBERIAN RAILWAY NOT CAPTURED---YET

LONDON, April 5.---The Bolshevik Commissioner of Foreign Affairs today denied the recent report that the Trans-Siberian Railway was in danger of falling into the hands of armed prisoners. The report added that all prisoners in Siberia between Vladivostock and the front are unarmed.

CHIPS

Collision Drill yesterday at one. By skillful manoeuvring we escaped the floating barber-pole to port by a close shave.

Now the Government has taken over the Durham tobacco business, no one but Uncle Sam'll be expected to "throw the Bull."

The Corporal says: "The Hatchet is a damn fine paper but should be called 'The Penknife' because it can be folded up and put in the pocket."

Here's a little encouragement for the Censor. We've got our whereabouts so successfully camouflaged, they're betting even money among the Senegambian brethren as to whether we're on the Atlantic or the Pacific.

One of the Jackies, grumbling at his apparently poor prospects for promotion, said he'd been told he'd rise very fast, once he enlisted. "I been in a year come May," he said, "an' I'm still buttonin' me trousers east-and-west, 'stead of north-and-south."

With a Picture Puzzle to th' left of us, an' a Blueberry Pie to th' right, I'm wonderin' what the chances are, if a U-boat heaves in sight. Will the hungry Hun unlimber a gun, and take a stab at the Pie? Will he scratch his bean at the novel scene and give th' Puzzle a try? I ain't aworryin' a bit, me mates, at what the Hun may do. The Hatchet ship'll be on the job, and cut that Sub in two.

FOR SATURDAY'S OBSERVANCE

Plans have been perfected for the observance of our first anniversary on entering the war, which comes tomorrow.

At sharp noon, a bugle will be sounded. Every man on board, no matter where or how employed, is expected to stand at "Attention" for one minute, during which his thoughts will naturally dwell upon the seriousness of the Declaration that was made a year ago.

Other features of the program include an elimination drill at the manual of arms, to be held on the after hatch at 10:30 for prizes of $5, $3, $2 and $1; special sports on the after hatch at 12:30 for cash prizes; at one o'clock band concert on the forward hatch, and another at three on the after hatch.

At 6:30 a band concert in E 3 will be followed by a patriotic review, featuring the singing of the national airs of the Allied Nations by all hands, and the display of their national emblems.

The Captain of the ship and the Colonel commanding the troops have kindly consented to make brief addresses, bringing to an impressive close an unforgetable day.

MOTHER GOOSE AT SEA

Neptune had a little Roll
Its Motions were unpleasant;
But everywhere old Nep did go,
The Roll was always present.

It followed us to sea one day,
The tricks it played were scurvy;
It turned the Sailors light and gay---
The Soldiers ʎɐɹɯ-ʎsdoʇ.

The Hatchet

WAR ANNIVERSARY EDITION

April 6, 1917---April 6, 1918

Published at Sea

Now, therefore, I, Woodrow Wilson, President of the United States of America, do hereby proclaim that a state of war exists between the Imperial German Government; and I do earnestly appeal to all American citizens that they, in loyal devotion to their country, dedicated from its foundation to the principles of liberty and justice, uphold the laws of the land, and give undivided support to those measures adopted for prosecuting the war to a successful issue.

A FRENCHMAN'S TRIBUTE

Je ne veux pas laisser passer ce glorieux anniversaire sans vous dire combien nous apprecion en France le concours sans limit que les Etats-Unis apportente dans cette lutte sanglante pour le Droit et la Civilisation.

J'admire vos transports de troupes qui envoient les soldats americaines au-dela des mers, sans aucun repos et avec le plus grand mepris des sous-marins Boches.

J'admire le moral eleve de vos soldats et je suis fier de servir a bord des navires de la marine des Etats-Unis.

Un 'Loup de Mer' francais.

Translation into English

I cannot let this glorious birthday pass without telling you how much we appreciate in France the boundless help which the United States brings us during this bloody struggle for Right and Civilization.

I admire your transports which carry American soldiers over there without any rest and with the greatest contempt of U-boat. I admire the high spirits of your soldiers and I am proud of being on duty on board the ships of the U. S. Navy.

A French 'Sea-wolf'.

A TRILOGY OF PATRIOTISM

"I am a young man and today is my day. To our mother America, I say: "You need me! I am yours! Do as you wish!

How strange the past seems! So little have I given. Always have I asked; more scrupulous about my rights than my duties. This is my exalted moment! That which I do today is with self effacement. I ask nothing but the privilege of serving. I rejoice to partake of the holy spirit with which America has gone into this war. I am not afraid.

"I am the young man's mother. Today is mine of consecration. He is my treasure! I gave him life and through him now I pour out my soul to my country and my God.

My love for him is no less because I gave him freely to the service. I give him no less whole-heartedly even though heavy of heart. My love follows across the seas. To a sacred cause I give the tribute of a sacred love."

"I am the young man's father and today is my day---a day of restitution. All that I have comes from America. She has asked little in return. Now she calls on me to lend my son, that the liberty I have enjoyed may not perish. I will repay! I give what I hold most dear. My love for my son is great so the more worthy is the giving.

As the young man speaks, as the mother speaks and as the father, so say we all! Now we're ready! We report for duty.

SUNDAY SERVICES

9:30 a.m., Mass for the Crew, in F4.
10:15a.m., Mass for the Troops, in E3.
11:00 a.m., Ship's Services, for the Troops, E3.
1:00 p.m., Services for the Troops aft, in F6.
4:00 p.m., Services for the Crew, in F4.
7:00 p.m., Singing, in E3.

THE DAY WE COMMEMORATE

Now that we are fairly launched on our mission of emancipation and our "liberating lance goes flaming on the way to France", it is well for the whole ship's company to give pause to the day's occupations and reflect upon the significance of what our country undertook one year ago today and what she has accomplished.

Elsewhere we print a scant half dozen achievements. These are common property, arresting the eyes of the World. Would we could tell of all our new-born Army, all our alert Navy have done these past montbs. These are State secrets, and cannot be revealed. But, in the men all about us we can guage the splendid spirit actuating both arms of the Service. And to see, is to know that we are, indeed, an indivisible Nation, faring forth, shoulder to shoulder, eyes alight, hearts aflame, to an even higher place in the splendid Sisterhood of Freedom.

FRENCH REPULSE RENEWED GERMAN ASSAULTS

PARIS, April 6.---A series of brilliant successes have crowned French arms in the French fighting which broke out in the battle of Picardy, yesterday when the Germans renewed their drive.

The French War Office announced today that the Germans have been driven from Avicourt Wood, north of Moreuil and and west of Mailly.

Southeast of Grivesnea the French delivered powerful counter artacks which gave them possession of Staign Farm. The Germans tried desperately to re-capture it but failed.

Hard blows were struck by the French in the sector of Epinette Wood, six hundred meters north of Orvillers and the Germans were driven from the greater part of the Wood.

North of Montrenaud the French extended their lines, pressing back the Germans.

The Germans used 180,000 men in their attacks, about 84,000 of them fresh troops.

Captured orders show that the German objective yesterday was the Amiens-Clermont Railroad but they were unable to carry out their plans in the face of the French resistance.

ENEMY ATTACKS BUT THE BRITISH HOLD

LONDON, April 6---Violent fighting raged throughout Thursday afternoon and until a late hour last night between the Somme River and the Luce, the War Office announced today. The Germans employed strong forces in the renewal of their assaults in the mighty Picardy battle and pressed home their attacks with determination. All of the assaults were brilliantly repulsed by the gallant British soldiery, except at one position in the sector of Villers-Britienneux the British were pressed back a short distance but held the villiage.

Villers-Britienneaux is ten miles due east of Amiens.

North of the Somme the German artillery was active, especially in the sector of Bucquoy and the Scarpe Rivers.

Between the Somme and Luce, heavy fighting continued Thursday afternoon and evening until a late hour, the official statement said.

UNCLE SAM TO BUILD FREIGHT CARS

WASHINGTON, April 6.---The United States will involve $450,000,000 in freight car equipment in the fight to defeat the Kaiser. This was indicated today when the purchasing program of the United States Railroad Administration was positively agreed upon after conferences with the leading freight car builders of the country.

SOME SHOW, MATEY!

You-all white warlike vaudevillians go lay down behind the stove. And why? Because the colored "cabaret" in F 3 mess last night leaves you no room elsewhere. Go, for "Aft" now holds the front-line trenches.

Never has E 3 mess held a bigger crowd---it couldn't without moving the bulkheads. Neither could it have contained more noise nor more of the real spirit of this ship---nor more smoke.

Promptly at ??? the performers appeared. Divided fifty-fifty as regards talent they battled for the honors. There was on the one side the "Shoot the Buck" quartette and accessories and there was on the other side the "African Pool" foursome and its retinue.

But over and above all-absotively alone-was the Corporal-a peerless performer, as black as a hole, as white as any of us. The Corporal was a business man too; for when a coin from the freehanded throng clinked upon the stage there was no more show a-tall till the coin was garnered.

First it was the "Shoot the Buck" faction in the ascendancy; then it was the "African Pool" troup--or the Corporal. But it all ended with a fifty-fifty split of the honors--and of the hatful of real money contributed by the enthusiastic audience.

All in all it was the best yet. And, too, it was the one thing heretofore missing to cinch the argument that this good bark is freighted with an all-American outfit gone to war. For an army gone to war without its colored men is like a sailor gone to sea without his compass.

MILITARY MAKERS OF MARTIAL MUSIC

In thanking the Band Master and each member of his organization, The Hatchet but expresses in print the general feeling of appreciation of them both by Army and Navy on this ship.

This band which is a part of the technical battalions we are now carrying, made themselves in three days. Finding that twenty-two band instruments could be had from the Quartermaster's Department in Philadelphia they quickly seized upon them. Three days later they made public celebration by playing the Star Spangled Banner in front of Headquarters of their camp. Since that time, five months ago, they have improved to the extent that no one now could accuse them of being amateurs. We can say of them as we do of the Ford cars, they are rattling good! Seriously we are delighted to have them with us.

KEEP TO THE RIGHT

May I be so bold as to suggest that every issue of The Hatchet carry the slogan "Keep to The Right."

My work takes me to every yard of the ship, and the confusion caused by our human cargo zigzagging their courses is indescribable.

Please, Oh! Please Soldiers and Sailors of Uncle Sam, "Keep to the Right" when you move.

E-I-C Dept.

Ships that pass in the day have to "show us." This nautical caravan is very much Missouri.

CHIPS

With a plate of sauerkraut under his nose, the Corporal roared: "We must be nearing Germany, I smell it!"

Mighty fine business, these setting-up exercises on deck. That's one of the few blessings of War---the upset of the World has meant the setting up of many a slouch and sluggard.

"One good turn deserves another," murmured the Port Propeller to the Starboard, as she lazily stirred up the brine to the tune of 55 a minute. "Yes," answered her sister blade, churning the wave in like tempo, "but it's funny, with all the weapons aboard, that we're the only revolvers that seem to be doing anything." Whereupon they quietly resumed their dynamic duet and Peace brooded over the deep.

Man wants but little here on board, nor is he hard to please; some daily Chow, a bunk at night and smooth, unruffled seas, a pipe, cigar or cigarette, a book to dawdle through, a Pal to spin some funny yarns, a chantey-singing Crew; a Band to play him Lullabies, a Barber with his pole, a Doctor for his stomach and a Chaplain for his soul; a daily paper, filled with news, some guns, to "turn the trick," a life Preserver filled with--Hope, a Cap'n who's a Brick. With these few aids, we worry through this Transportorial life, forgetful of the snooping Sub--and also of The Wife.

ALONG THE RAIL

"Lemme go in the crow's-nest. I got a heye like a heagle."

A sad soldier re-reading that last one from HER for the 'nth time.

B-r-r-r! Gangway to the rail. . . . The fishes have et.

A perspiring sailor swamped with questions.

"Well, you've got what you been cryin' for."

"Get the **Hatchet?"**

Aft:--"Lookid 'at fo' stacked po'cupinish guardeen angel of ouahs doin' rings 'round us. Good Criminals! she makes dis heah ol' jazz boat look like she standin' still. Please don' go fah f'om us li'l Fritchie."

THE REASON FOR IT

For those men on shipboard who question the necessity in the Abandon-Ship drill, of going first to quarters before being again ordered on deck, let this fact be carried in mind: If a call of this kind came and everyone rushed to the boat to which he was assigned, the confusion of countertides of humanity running at cross purposes, added to the excitement of the moment, would cause a blocking of all narrow passage and companion ways. You can imagine the result. If you do not get to your quarters at once, you are imperilling the only method devised for giving every one on board a chance for his alley. Every moment you delay or unnecessarily block a passage way, you personally are imperilling the lives of others. Your own actions in disobeying rules may drown hundreds. It isn't a nice thought.

MOTHER GOOSE AT SEA

Jack be nimble, Jack be quick,
Jack be spry with the printer's stick;
Set four columns o' type a day
Or The Hatchet'll slip and cut your pay.

JUST A FEW OF THE THINGS UNCLE SAM HAS DONE DURING HIS FIRST YEAR AT WAR

Spent over Twelve Billion Dollars on Army and Navy and other strictly war activities.

Loaned over Three Billion Dollars to the Allies.

Floated two Liberty Loans, totalling Five Billion Dollars, which the American people oversubscribed by Four Billion Dollars.

Raised, armed, equipped and trained an Army of Five Hundred Thousand men,and registered Nine Million more who are still available for service.

Increased the immediate armed forces on sea and land to over Two Million men.

YET IN MONEY, MUNITIONS, MEN AND MORALE UNCLE SAM HAS ONLY BEGUN.

THE HATCHET

Published On The High Seas

Vol. 2. April 7, 1918. Number 7.

AMERICA'S DAY

Gone, gone, forever;
Like a rushing wave a year of war
Has burst upon the shore of earthly being
And its last low tones, upon the night air,
Are dying to an echo

And the hosts on this colossal ship sent it merrily upon its way into oblivion. It was a year of mighty deeds.

The men who stood at attention that one short minute at high noon, gazing into the Orient where their thoughts converged with the blue sea and the turquois sky, know full well what they are about. It was a thrilling sixty seconds. Difficult indeed would it be to imagine an environment that could afford a more appropiate setting for the occasion than this of ours: a host of business-like men aboard a giant transport speeding to the very kernel of the World War.

From 12:01 p. m. until---it makes no never mind what hour ---there was considerable "evening" fore and aft on this bark. Promptly at one o'clock three events were staged: after hatch, elimination drill; starboard, C deck, tug-of-war; port, C deck, potato race. At the conclusion of these sports they were followed by pie-eating contests, three-legged races, and tugs-of-war. Of course the censor forbids any mention of contestants and winners, consequently the best The Hatchet can do is to say---and say it loudly---that it was one grand day.

Then in the evening all these things were eclipsed when the troops and the ship's company massed in E3. It was such a setting as could not be improved upon to fit the climax of America's day. A big searchlight flooded the room from high above the balconies; and every niche and cranny was filled with smiling faces turned toward a giant flag full in the center of the searchlight's glare.

The band played many lively airs. Then came the Colonel of the troops. A thunder of applause greeted him.

When the Tenor sang "Somewhere in France" the tension went high only to leap upward by bounds when the ship's Captain came. One look at that unassuming, forceful man, and every trooper said, "I'm not bothered now."

After the Chaplain's introduction the Captain spoke. His words were few but forceful. In two short minutes he made every man understand that so long as he had "wood and coal" he would continue to haul us toward beloved France.

The Colonel, a mighty man any way you take him, brought every man onto his toes. He is the strong heart of this human cargo; he is the man we will follow through the Supreme Experience; he is the man we want to lead us.

The quartette sang "Liberty Bell," to wild applause.

Then the finale: Solo---"God Save the King;" solo---"The Marseillaise" in French, "America" and "The Star Spangled Banner" by all.

Lucky men we are that the day found us on the way to France. For millions less fortunate are still Back There doing the dull grind from which we are liberated forever.

FIERCE FIGHTING NORTH OF THE SOMME

LONDON, April 7.---Unofficial advices from the Picardy front this afternoon dwelt upon the ferocity of the fighting North of the Somme River where the Germans continue the attack with force in the Albert sector and the Ancre River Valley. The Germans are trying to drive forward to the Amiens railway.

At dawn heavy forces of German troops attacked the British defences of Corbie and Vaire Wood, due East of Amiens. Furious fighting for height positions has continued. The Germans are sustaining enormous losses from the British artillery and machine gun fire. The storming columns were shattered.

Corbie is about eight miles East of Amiens. Vaire Wood lies about a mile Southwest of Hamel.

Never in the world's history has there been such concentration of men and guns as in the mighty battle of Picardy- In a single engagement against the French the Germans used nearly 200,000 men while the number of guns in action is now estimated at approximately 30,000 on both sides. Counting the active fighters, the reinforcements and reserves, it is estimated that there is close to 3,000,000 on the ninety mile front.

AMERICANS HELP FRENCH AT MESNIL

PARIS, April 7.---Only artillery actions were reported by the French War Office today but the bombardments along the Ancre and in the sector of Montchel were said to be exceptionally violent. The Germnns attempted to raid trenches in the sectors of Souzey and Vaux Les Palameix but were driven out. Vaux Les Palameix is South of Verdun. American troops are now holding part of the front on the heights of the Mesnil, which is in the same district.

GEN. FOCH SAYS, "ALL IS WELL"

WASHINGTON, April 7.---Germans gained a small stream at Derncourt. German gain South Southwest of Albert was wiped out by thrilling British counter attacks. Again the French captured important German positions. General Foch the Generalissmo of the Allied armies announced that "All is Well."

The German forces are still nine miles from the once active Amiens.

AGAIN SHELLING RHEIMS CATHEDRAL

AMSTERDAM April 7.---German artillery is again shelling Rheims cathedral, one of the most famous sacred edifices in Europe. In explanation, the German War Office said that the bombardment was in retaliation for the shelling of German shelters in Laon.

UNCLE SAM TO AID MANUFACTURERS

WASHINGTON, April 7.---President Wilson to-day signed the War Finance Corporation Bill by which the government will be able to lend financial assistance to industries essential to the war.

SHIP SILHOUETTES

Way aft on the boat where the colored troops are quartered, there is a scene strangely picturesque and mystical in its light and shadows. Every night when darkness falls the deck over stern becomes deserted except for black figure of pacing sentry.

Pushing open the screened iron door leading to aft companion way a faint murky light looms from steep iron stairway. Half way down, pause and look! Under the handrail you will be gazing upon a large, dimly lit room on a further deck below.

The only light near the wall, is shaded, touches the white hair of an army officer. He is sitting on a camp stool which is placed on a table. Around him on all sides is a sea of colored faces. The iron bunks which tier the wall three high, give seating space for some and legs dangle down over edge and the heads of those beneath. The room darkened and heavy with smoke is filled with men. Silence is complete except for voice ot speaker who is telling the story of Joan of Arc. He is speaking to them in the same way as if telling a fairy tale to children.

They listen with intentness. Every night this is seen and the simple history of France and her people is gradually being unfurled to these children of America.

THE SLACKER

Now since we've joined the army, do you think you're doing right, when you treat the slacker better than the man who has to fight? If he won't defend his country he isn't worth a damn, nothing but a nuisance in the eyes of Uncle Sam. From 18 years to 40, he's supposed to volunteer, and buckle on his arms with little sign of fear. But you'll find him changing dollars, playing games, and at the dance; for he'd rather go to hell than to take a trip to France.

We're not supposed to grumble, but we think it mighty queer that the soldier drinks the water and the slacker gets the beer. We must always be in quarters rather early in the night and show up in the morning with our faces clean and bright. But the slacker is a piker, with no one else to please, save the one-and-forty pounder that he packs around with ease; he is all for gain and pleasure and for Country takes no chance. But he ought to go to hell if he doesn't go to France.

Let the men who are under him bear in mind their Colonel's motto:---

"Beaten back in many a fray,
Newer strength we'll borrow
And where the vanguard rests today
The rear will come tomorrow."

No photographs are to be taken aboard this ship without permit of Commanding Officers. Only permit given so far is to Historian of certain Battalions on board. Any films already exposed must be submitted for censorhsip to Commanding Officer.

LOST---On B deck, an officer's mackinaw belt. Finder return to Dentist, stateroom 208.

CHIPS

Sub? Yes--but sublime. Sublime weather, morale, and horizon.

Well, yes, an officer in quarantine does lose some of his dignity when he is driven to accept his breakfast from the end of a long stick.

Open your ears and shut your eyes and you'll hear something--get wise. War? No--Coney Island. Nothing could be more like Coney than the uproar of this bark. Some carefree, happy throng. Everything is here--from the jazz band to the "Dippy Dip."

For all variegated junk, the clothes bags that were emptied out by the colored sailors on aft B. deck Saturday morning for inspection, showed the navy boys no bit behind the soldier lad with his barrack-bag. French perfumes, violet talc, Fels Naptha, Police Gazettes, rubber complexion sponges, were but a few of the miscellaneous bits of odds and ends.

WANTED---A short, serious article on the ocean itself by a man from the West, viewing it closely for the first time.

ALONG THE RAIL

"Well, Jack, gimme some news," said the Hatchet reporter when he met the big topper of Co. --- along the rail.

"Tha's what I got," said the topper, "news, news for the whole world. Been aft, and I got it all figured out."

"Got what all figured out," queried the news hound eagerly.

"Tha's it. I got it all figured out how the ocean is kept full o'water. Been back there aft, and I saw them pumpin' it out of this here ship."

THE HEAVES

A soldier's head hung over the rail;
No hunger had he and his face was pale.
He thought of his home so far away
And former times when life was gay.
But now he sensed a different feeling
O'er his being slowly stealing,
As if his stomach climbed to throat.
Surely something got his goat!
He hung to rail with death-like grip,
The deck was wet and feet might slip.
He heaved and heaved with body bent
Then to doctor when almost spent.
To him he told his tale of woe:
"What ails me Doc? You surely know."
He turned to him so full of grieves,
And said: "My boy you've got the heaves."

[Last two lines of this contribution left Editors gasping].

MOTHER GOOSE AT SEA

Bye Baby Bunting, Daddy's gone a-hunting,
Gone to get a Teuton's skin, just to make the baby grin;
Gone to get a helmet, too, to make the baby laugh and coo.

THE HATCHET

Published On The High Seas

Vol. 2. April 8, 1918. Number 8.

THE "BLACK GANG"

In the parlance of the sea, they call'em "The Black Gang.

But, take it from me, they're as merry, as polite as breezy and as "white" as any other unit on board.

And since they muster nearly that number, and all have the attributes of Ward McAllister's famous clan, I prefer to call the Engineer's force the Ship's Four Hundred.

And they're far more necessary to us than any selected clique is to Society. For these are the boys that provide the "steam" in Steamship and put the E's in Speed.

I know because I shook hands with "the Chief"--a thoughtful browed, easy-mannered gentleman and master of the engineering art--and with his efficient and forceful assistants; and I put on borrowed cotton gloves and toboganned from D deck down a dozen sets of slippery, iron hand-rails--hardly touching toes to treads--down into the very vitals of this gargantuan serpent of the sea.

And I saw 'em all--the Four Hundred--busy at their tasks. Coal-passers in the bunkers, trundling baskets of bituminous to swaying firemen, aglow in the white light, appeasing the appetite insatiate with high-heaped scoops of fuel. This was its digestive apparatus. There were circulation specialists, too, keeping live steam in hearts and arteries, and muscular system sharks, oozing lubricants wherever a pump or shaft or engine hammered for attention; and nerve nurses, coddling the currents that mean light and heat and power and inter-communication between brain and brawn.

And every last one of 'em was clean! Yes sir, clean as a school-boy, making his bow at graduation. It may be because we're steaming slow nowdays, but the fact remains that it would amaze you, in the black chasm of the furnace-room to see those bare, muscled arms, flashing white as sea-gulls' wings in a shadowy canyon. To call 'em the "Black Gang" is nothing less than libel.

If the "C & R" Gang are the skin specialists and bone-setters as we pointed out the other day---certainly the Engineer's force are the boys who keep the monster's vitals at work. The fire-room force, who run into the hundreds, feed the brute; the enginemen keep in motion the machines that move the ship, the pumps that provide water for the plumbing, fire and steam-making system, and the power units that transmit to the dynamos; the electrical station gives us our light, heat and power our telephones and our radio service, and the refrigeration plant that means crisp lettuce at table, ten days out.

And if you still don't believe they're clean, read this. I found it scrawled in chalk on a blackboard, down in the Stygian depths, 80 feet below A deck.

> "There are bright prospects for a bag inspection very soon. Wash up your dungarees! The men of the 7th Division are pretty good. But there are a few crumbs left."

NO RADIO OF INTEREST

Two wireless dispatches---one in France from the Eiffel Tower, the other from Germany, reproducing American newspaper comment on our first year at war---are the only radio gleamings today and are of such negligible value as not to merit publication.

ORDER

1. Beginning Tuesday morning EVERYONE on board is required to remain completely dressed at all times, day and night.
2. Officers and men will have with them their life belts and filled canteens AT ALL TIMES. Canteens must not be emptied nor shall the water be used for any purpose whatever.
3. Visiting between troops and navy crew, and between army and navy officers is forbidden except on duty.
4. Any man found with an empty canteen shall be disciplined
5. All troops and crew off duty shall be considered lookouts, and they shall report anything suspicious to the nearest lookout station, and shall remain on deck as much as possible.

Captain U. S. Navy Commanding.

WATER.

"Water, water everywhere, and not a drop to drink."

How many on board have any idea where the fresh water used on board comes from? The well? The water works? Or the boundless ocean?

The conditions in France require this ship to carry enough fresh water for the boilers as well as for drinking, cooking, etc. for the entire trip.

As the supply on board is not inexhaustible, it is necessary to be very economical, and therefore all on board are reminded that no fresh water is to be wasted, nor is it to be used except as directed, i. e., for cooking, drinking, and for state room use, where its use must be reduced to the least possible amount.

THE HATCHET

H is for Harbor, the Hope of the trip;
A is the Army that clutters the ship;
T is for Torpedo and Terror at night;
C is the Captain who puts them to flight.
H is the Hatch that mixes the breeze
with the airs of the Tenor who hits the high C's.
E is for Evening, the Eats and good times;
T is the trouble I've had to write rhymes.
But if you will read the first letters, straight down,
A HATCHET 'll land on the stupidest crown.
But an Axe'll get me, if I don't quit, I fear,
'Cause the Printer is yelling for "Copy", I hear.

MORE ABOUT ABANDON SHIP DRILL

To correct a false impression created by a recent article, the necessity of returning to quarters is only to familiarize the men with finding their proper place on deck from sleeping quarters below.

SAYINGS OF THE SOLDIERS

The First Coupla' Days

Gosh, is that the ship we are going on?
Oh boy, isn't this some boat!
They sure do feed fine in the navy!
Gee, but the ocean is nice and smooth to-day,
I hope it stays this way.
If it doesn't get any rougher than this,
I won't get sick.
Gimme a light!
You can't walk through here.
Keep moving-- double up on that line.
Cover up that wrist-watch!
'Must be as many officers on this boat as
there are privates.
These sailors sure do have it easy. All they do is
loaf around the deck.
I wish now that I had joined the navy instead of
the army.

The Next Coupla' Days

G'wan, I don't want any breakfast.
Get up on deck, you'll feel better.
Stick in your bunk if you feel bad.
Just wait until we hit some REAL rough weather,
now the first time I was across---etc.
They say there are quite a lot of the sailors sea-
sick, too.
Did you eat breakfast this morning?
Hang this Abandon Ship Drill, anyway. What do
they want to pull a fellow out of his bunk for?
Are the port-holes closed?
Make way for a sick man.
You don't want to eat anything sweet.
You don't want to eat anything sour.
Eat a big meal and you won't feel that way.
Don't eat if you feel funny.
Where can I get a lemon?
I'm glad I didn't join the navy.

MERIT TO DETERMINE PROMOTION

General Pershing announces that in the future promotions in the over-seas forces will be by the selective plan. In other words promotion will be governed entirely by the ability and fitness of the man. Temporary appointments are provided for and by this plan minor officers may perform the duties in senior grades.

Non-commissioned officers are to be eligible for a school being established for applicants for commissions. Privates must first qualify as non-commissioned officers before being admitted to the school. From the school men will go as second lieutenants of replacement divisions. They will fill vacancies due to casualties and other causes in the fighting forces. There is to be no limit to the number of second lieutenants so commissioned. It is planned to fill vacancies within a combat unit, one-third from the displacement division and two-thirds from within the regiment itself.

Arriving depot battalions will in the future be considered part of the replacement divisions. Within the replacement divisions vacancies from the grade of first lieutenant to colonel will be filled by officers recovering from wounds and from those awaiting assignment.

ALONG THE RAIL

A hot argument between two soldiers regarding the relative merits of Rhode Island and Texas.

A corporal in a perspiring search for two men AWOL since Thursday.

The book "A Man's World" much in demand. Decidedly appropriate literature hereabouts.

Much laughter over a dire tragedy in F 1 last night. Someone had a violent dream wherein a sub was playing the principal part. When the U-boat had its victim on the mat, said victim yowled out "God A'lmity! take it off--take it off!" and awoke to learn the gladsome tidings that he had done nothing more than to kick the man above him out of bed and onto Mr. Victim's chest.

Soldier gazing miles into the depths of the ocean---"If they'd take all the water out from under this boat we'd be so high in the air we'd freeze to death.

A Private trampling a Major's corns in the mad scramble to see the pie-eating contest.

Unanimous: Next year we'll celebrate the anniversary at home.

Sea sickness is going the way of the field desk fever--on the wane.

The jitney that found its way into the "contribution" at the ship's post-office is now a small potato. A lieutenant handed two bits to the cub reporter this morning stating that he wanted to help the Hatchet along. In fact business was getting pretty good with the cub when the Editor assigned him the job of explaining our intended meaning when we asked for contributions. So here goes: Literary contributions are what we want not monetary. And there you are. The jig is up. Gee! ain't it---to be a cub!

NIX ON THE SOFT STUFF!

The writing of silly sentimental letters to the soldiers in France by women who are not related to them or by so-called "god-mothers" is under the ban of the military censor. Not only does the practice clutter the mails, but it also is full of danger to intelligence regulations. The regulations do not contemplate the squashing of any regular love making correspondence or letters from relatives.

SORRY, BOYS, TOO LONG

Space in 'The Hatchet' is now worth its literary inch in gold. Few articles allowed over half column. This prohibits lengthy poems and other MSS. from having a chance. Sorry G. 1.

CHAMPION SHORT DISTANCE CONVERSATION

It happens a thousand times a day---but never at night:
"Gimme a light."
"Sure Mike."
" 'Bliged."
"Nah tall."

MOTHER GOOSE AT SEA

Old Mother Hubbard, she sails to our starboard,
And a queer looking dress has she;
I can't tell, from the pattern, if she's Duchess or Slattern,
But she surely looks weird to me!

LIEUT. (J. G.) PAUL F. BLOOMHARDT, CHAPLAIN'S CORPS, U. S. NAVY

Associate Editor on Vol. I of "The Hatchet," and Managing Editor of all subsequent volumes.

He was born at Altoona, Penna., January 28, 1888, graduated from Gettysburg College, 1909, and from Gettysburg Theological Seminary, 1912. He received his degree of Doctor of Philosophy from Johns Hopkins University, February, 1913. He was appointed Chaplain in the Navy, December 20, 1917, and his first sea duty was on the *George Washington*, where he reported on February 17, 1918, one day before she sailed on her second trip.

NAVY

THE HATCHET

Published On The High Seas

Vol. 2. April 9, 1918. Number 9.

BRITISH PRESS COMMENTS ON WEEK'S WORK

ISLAND OF MALTA, April 9.---The latest expected general attack has not yet arrived, it is believed, owing to delay of the Germans in bringing up heavy guns where needed. They will probably rely mainly on these when next attack is undertaken. London Times correspondent says prospect that enemy can create diversions somewhere in France continues to recede. Germans have hands full in new big salient. They are now in a less favorable position than they were a week ago.

Enemy infantry division made a number of attempts to advance along a front of nearly 30 miles. Fighting along course was heavy and enemy showed a great determination from early morning until late night fall, infantry trying to get through our bombardments and machine-gun fire, but were severely repulsed.

Morning Post Correspondent says repeated attacks along practically our entire front yielded enemy such successful gains that his position in North Aise has been improved since last Friday.

MISSOURI SHOWS US

We've heard from 'em---those Westerners who are willing we should print their Impressions of the Sea. The first to register is a Missourian. He bursts into verse, as follows:

Byron Up-to-Date

Roll on thou dark and deep blue ocean!
But recently I took the notion
That since you've taken to your breast
These submarines, I'll take my rest
Calm and serene among the hills,
Besides, I'm rather tired of thrills.
In earlier days, ere I grew the wiser,
And you beamed kindly on the Kaiser,
I loved you well, but understand
That now I'm partial to the land.
A pond, though small compared to thee,
Is now quite wet enough for me.
Henceforth, if I should feel I can't
Keep quiet and Museing start to rant---
I'll sing of ponds and creeks and such
That yet ain't hampered by the Dutch

Moral

There's nothing in going to sea
That appeals to a person like me·
Deep sea navigation
Evokes the elation
A cow might enjoy in a tree.

The Editors regreat that anything has slipped into print that was not original or proper credit given otherwise. 'The Slacker, in Monday's issue seemed almost too good to be true. We regret its space under the conditions.

Lost: a bunch of keys port side. Return to Sgt. Room 145.

THE PRESIDENT'S ANNIVERSARY SPEECH

NORDDEICH, GERMANY, April 9.---(Trans Ocean Press.) Commenting on President Wilson's Anniversary War Speech, the following is published by the New York Tribune---"It has taken us a year to reach what the President in his anniversary speech at Baltimore defines as the moment of utter disillusionment. In that moment we perceive clearly for the first time the truth that the only argument Germans will understand is the argument of force. That the only thing they will respect is power that can crush them. A lengthy editorial concludes "her designs of conquest and domination as we have said have been apparent from beginning of the war but to remove all doubt, even from honest minds in Germany itself, it was necessary that events should furnish concrete illustration of Germany's intentions and propositions."

Comment of the New York Sun: If in craven or traitor minds here or abroad, there has been a belief that the United States might compromise with infractions or strike a perfidious bargain with the betrayers of humanity, it can endure it no longer. The President has been patient with German statesmanship. Where his impatience has been misinterpreted, the misinterpretation has now been extinguished and the unalterable decision of the United States to win victory has been made so clear that not even Germany can misunderstand us. The President's speech is admirable in tone and is broad and big in its attitude. It is strong, convincing, inspiriting for our own people, for our Allies and for our enemy.

SUNDAY SERVICES WERE POPULAR

Religious activities must be numbered among the most popular attractions aboard. On Sunday, the total attendance at services amounted to a full two-thirds of the entire ship's company. No little part of the credit for this is due the popular and energetic Ship's Chaplain, who has successfully coordinated the efforts of other welfare workers and thrown into the scale the full weight of his own forceful and winning personality.

L'ENVOI

Just as the sun bowled into the western horizon yesterday our constant sister off port lowered her colors, all the other ships doing likewise. Then while we watched, she loosed from her rugged hip a white something draped with Old Glory. It plunged into the sea. Across the sun-shot waters came the faint notes of Taps. The ships sailed on. And that was all, save for the mystery lingering in our minds, and the sun melting into the sea's red glare like Egypt's pearls dissolved in holy wine.

"Full many a gem of purest ray serene
The dark, unfathomed caves of ocean bear."

To Mr. Samuel Weller, Boots At The White Hart

By a Devotee of Dickens on Board

Sam, Sam, what treasures I would gladly strew
To ply in London's gloom your lowly trade;
However early, cleave her watery shade,
My day all set with your quaint tasks to do;
To sniffle softly o'er a boot or shoe
And hear o pretty chambermaid upbraid
My tardiness, while seeming half afraid
I'll send her back too soon to Twenty-two.
your town of tarnished silver, silvered stone:
Knowing how many thousands in it live
That daily pass George Inn and Temple Bar,
yet choose to let its relics lie unknown,
Dull to such ecstasies as they might give,
I think, 'tis best I come to it from far.

THE HATCHET SEEMS TO GET 'EM

People who sit down to dinner 'o nights and expect to launch a spirited line of repartee are doomed to disappointment on this ship. The Hatchet assumes the blame. For that's the time and place it hews its way into the very foreground of things. And for at least 15 minutes, conversation is taboo. The chap who tries to start something, gets only a deaf ear. Concentration claims every reader, the untasted soup grows old, and it's a case of mental pabulum only, from the top of the first, to the bottom of the last page.

HERE'S WHERE RUSKIN SLIPPED A COG

Ruskin says there is no action so slight but that it is capable of a certain peculiar dignity. Let us assume that when a sea-sick soldier flying to the rail at a low elevation meets a major in a swinging doorway, the result will be an exception to this rule. If there was any dignity in the event as viewed by the Cub Reporter in the troops quarters this morning, it was certainly a very "peculiar" dignity.

WELL, THEY LEFT OUT THE PILSNER, DIDN'T THEY

Wa-duh-yuh-mean, Commissary Department, celebrating the anniversary of our entry into the war against Germany by a supper of frankfurters and sauerkraut?

It is rumored that our neighbor off starboard has a cargo of nurses on board. Garcon, bring my glasses!

FAREWELL BROTHER JOE!

The following letter was written to a man on board this ship by a brother, who is physically unfit for the service.

"Well, brother Joe, you have chosen to do the thing which I am yet hoping this great good country will call upon me to do; the thing which every American citizen should do.

"In doing the things you are about to do, do not think of your life but of what you are offering your life for; a world peace, with worldwide democracy. Think only of the brutality and evil you will have abolished. Go with a strong hatred of Prussianism in your heart and remember that in that hatred you will be justified.

"I hope that I shall be able to meet you in war-battered Europe and help deliver the blow that will be the undoing of the Kaiser.

"I am glad our dear mother will have at least one son in that great battle of God's wish for a peaceable and loving people.

"Good-bye, Joe, and good luck,

Your brother, - - - - -."

"Brother Joe," who showed the Hatchet reporter this letter also let him look at a family group---himself, his wife and six children, the oldest eight, the youngest but a few months. Joe is thirty-four, a cook down in the bowels of this ship. In civil life he was what we call a big man. Is he any smaller now?

ALONG THE RAIL

"Jack, what would you do if a torpedo bumped into us?"

"Well, I'd try to see that everybody didn't faint so there would be somebody to carry me into a life-boat."

Aft: "Hatchet reporter in quest of news. "Has anybody died among you---that is, anybody lost?"

"Well, sah, w-e-e-e's p'ractically all lost;" with a sweeping gesture toward the horizon"--at least it's a cinch Ah am."

"Pack inspection! Alright, let 'er go. This once they ain't going to put us through a ten mile hike out in the country."

"Is Sunday wash day in the navy or have we gained a day in time?

"Gwan, them ain't clothes hangin' out; them's signal flags."

"Signal flags, me eye! Who ever saw a signal flag shaped like a V up-side-down?"

Because we live below water guess the cook thinks we can catch a fish. If our education was a little better we would try and join the engineers and get a square meal. (Contribution from 'Hungry Mob')

LOST---Pocket book containing $20. OD color leather, three fold, with advertisement of Fox River Butter Company. Lost between 6 a. m. and 9 a. m., April 8, in E-5 or E-4. Finder will kindly deliver to Troops Sergeant Major.

By order of Colonel Commanding Troops

MOTHER GOOSE AT SEA

Hey diddle diddle, the fish showed his middle,
The siren began to roar;
The Soldier Boy laughed to see such sport---
But he put on his Ostermoor.

THE HATCHET

Published On The High Seas

Vol. 2. April 10, 1918. Number 10.

O, YOU MESS

Passing publicity pays! Paymaster G, who has entire charge of our mess on board, seemed to think The Hatchet was implanting the harpoon in a recent squib on sauerkraut.

Our diplomacy? Listen.

"Hello!"---for the editors have a real telephone in the office.

"Yes, we do acknowledge there was some reference to your department.

"Wait, I'll consult with my two co-Editors,"

"Yes, it's possible we may change our mind if you care to send down a sample supper to the staff room tonight. How about ten o'clock?"

"Yes, a little coffee---some pate de fois gras, caviar or lettuce sandwiches---anything light."

Outside of the supper, which was delicious, the officers on this boat are uproarious in the praise of their mess. Never was any better and they don't see how it can be done on a dollar a day.

IN WRITING LETTERS

DON'T MENTION

Places from which letters are written,
Prospective operations,
Organization, numbers and movements of troops,
Armament of troops or forts,
Description of, or reference to, defensive works,
Moral or physical condition of troops,
Casualties, except as given on official lists,
Details regarding supplies,
Effect of enemy fire,
Aircraft and air service,
Criticism of operations or officers or conditions of life,
Criticism of allies in any way whatever:

DON'T SEND BACK PACKAGES CONTAINING

Clothing,
Tobacco or cigarettes,
Captured trophies, except enemy's helmets, caps, numerals, badges and buttons,
Any of our own or allied Government property,
Explosives, including shells, grenades, etc., or any part of them.
Moving picture films.

DON'T ENCLOSE IN YOUR LETTERS

Official papers, orders, maps, etc.
Captured papers, orders, maps, etc.
Any communication to any newspaper,
Any photographs or negatives.
Any message hidden by a code or cipher.

Overheard by a Hatchet contributor: "Wouldn't it be great if one of them French lady marquises or millionaire countesses would fall in love with me? Then I'd step high, wide and handsome back in Bungtown."

ARTILLERY ACTIVITY ONLY.

LYONS, FRANCE, April 10.---There was great activity of both artilleries at many points on the front north of Montdidier and between Montdidier and Noyon: There were no infantry actions. On the left bank of the Oise, intermittent bombardments were reported. The French advanced elements, conforming to orders, withdrew toward positions in the forest of Coucy and south of the same place and Le Chateau. Enemy troops constantly submitted to the artillery fire, suffering immense losses. Northwest of Rheims two enemy Coups de Main failed. Other German attempts of surprise attacks on the outposts near the Eparges, in the sector of Reillon north of Bonhomme, were not any more successful. It was a calm night on the rest of the front.

FRITZ TO WEAR CELLULOSE UNDERWEAR

NORDDEICH, GERMANY, April 10.---The Norddeutsche Allgemeine Zeitung reports a new invention by which cellulose can be manipulated after the same process as in the production of artificial silk, namely, be subjected to spinning processes of all kinds without any readjustment of present machines or of the arrangements employed in the operation. Cellulose thus treated replaces wool and half-wool and by this a thorough relief is afforded in case of the clothing difficulties.

TO ASK $50,000,000 FOR CONCRETE SHIPBUILDING

WASHINGTON, April 10.---Chairman Hurley of the Shipping Board has announced he will ask Congress for an appropriation of $50,000,000 for development of concrete ship building, the plan being to establish five government ship-building plants, two on the Pacific and three on the Atlantic coasts.

BOLO PASHA MUST DIE

NORDDEICH, GERMANY, April 10.---Application for the pardon of Bolo Pasha, who was condemned to death on the grounds of false documents, has been refused by Poincaire. The sentence of the court martial is to be executed shortly.

ALONG THE RAIL

First Fatigue to Second Fatigue: "Hello, Bill! You working your way across, too?

"Li'l fishes you all bettah keep yo' peh'scopes out o' sight, Fust thing you all know a gunnah'll bounce a bullet offn yo backbone."

"We must be getting into the mountains."

"Gee whiz! It was crowded enough before, but this new fad of carrying them with you makes it fierce."

"So, this is the Zone! Well, I hope it 'tisn't subs that's making it hump up this way."

ANOTHER WESTERNER'S COMMENT

The Westerner is used to vast spaces. The rolling prairies have a fascination of their own; the desert lure is something yet undefinable and the rugged Rockies forever stand bold and majestic, symbolic of nature's grandeur.

The ocean presents a different type of vastness. It has a subtle restlessness. The man used to vastitude all his life, scans the sea with increasing amazement at the bigness of it all.

The myriad colors of the water, the foam when the waves run high, and the spirited, tireless way the ocean battles with the ship, and everything connected with the deep, are new. If romantically inclined, he meditates on all the Atlantic has seen and done since time began. But despite the wonders of the sea there always comes to the Westerner as he gazes from the deck, a mirage, enclosing in its ethereal vision the sweetest place, "Somewhere in the West." To quote Robert Service:

"The Freshness, the Freedom, the Farness!
Oh, God! how I'm stuck on it all!"

DRIFTWOOD

The burning question of the hour to those aboard this transport is not, as one might readily imagine, the question of the German offensive on the Western front, nor even the susceptibility of French womankind to the dashing Sammy, nor the number of mosquitoes in Jersey City. The question is: Who lit the first cigarette on deck this morning?

The quartette of a certain unit aboard could do no better than go on the vaudeville stage at the end of the war. In fact there is more real talent along theatrical and musical lines on the ship than on many circuits in the larger cities.

It may sound strange, but there's a young corporal on the transport, who knows almost as much about oil as John D. Rockefeller or Harry Sinclair and his checking account in the bank "back home" cannot be sneered at.

Said a man from a large city--we'll call it Bingville--"I used to get up early in the morning to read the Daily Squash, but never was so keen about reading a paper as I am in getting hold of the Hatchet every day." A man of excellent judgment.

"I'm from Frozen Coyote in the West and I'm a bad man," announced a wicked looking sergeant on "C" deck, "but I am not yet rough enough to carry matches."

There is one thing to be thankful for. Captain Kidd and Bluebeard and other artists of the piratical line of endeavor are dead.

JUST A GLIMPSE

Seen and heard all at once: Baseball on B deck, quoits on A deck, band concerts on after hatch, wrestling on forward hatch, rough-and-tumble in the scuppers by high-spirited Jackies, and a solemn memorial service in E 3, by the members of a technical company for one of their comrades who has answered the final roll-call.

Watching the vast expanses scudpast: "Un'erstand, Barney Oldfield has gone down in the engine room."

CHIPS

The editors take pleasure in announcing that the author of the sonnet "To Mr. Samuel Weller," printed in yesterday's Hatchet, is Roger Searle, a young Californian now serving with one of the technical units on board. It is seldom that an original contribution of such exceptional literary merit reaches us and we feel complimented in being the medium for its publication.

A man's most valuable assets in life are the facts, not the opinions, at his command. Be a constant student of the former and refrain from empty bleatings of the latter, and your success in any line is assured.

Suggested song for chorus singing while breasting the briny in search of succor:

Pack all your troubles in your old life belt
And float, boys, float:
When they hit the water all your troubles melt---
Float, just like a boat.
What's the use of worrying,
Will the Kaiser get your goat? NO!
Pack up your troubles in your old life belt
And float, float, float!

Drain all the bubbles from your old canteen
And swim, boys, swim.
Knocked into the ocean by a submarine,
Hit it with a hymn.
What's the use of getting blue?
You've got to keep in trim. So
Cool off your temper with a sea shampoo
And swim, swim, swim.

RESULTS

As old as the Want Ad itself is the boasting of publishers that their particular brand of Want Ads PAY. But the Hatchet is a demure daily which, like John Alden, is reluctant to speak for itself. So we shall let one of our customers speak for us:

Dear Editor, The Hatchet:

Yesterday I advertised in the Hatchet that my Mackinaw belt was lost. As a direct result of the go-get-'em powers of your periodical I am now holding more Mackinaw belts than any supply sergeant in the Army. I took one dose of your famous Want Ads and now I'm all bound round with Mackinaw belts. How much do you want for a page? I'm contemplating a bargain sale.

Yours,
Lieutenant----------

CAN THE CHATTER, JACK!

Why can't our good friends, the jackies, soft-pedal on the conversation in the D deck passageways at G. a. m. every day? All through the night, when changing watch, they turn these thoroughfares into conversational bowling alleys, putting over the loud talk so successfully that stateroom sleep flies out of the window.

MOTHER GOOSE AT SEA

Little Boy Blue, come blow your horn
And show me the way a Life Belt's worn;
Fasten my Mattress fore-and-aft
And sing me to sleep on a bobbing raft.

THE HATCHET

Published On The High Seas

Vol. 2. April 11, 1918. Number 11.

THE FORE-PEAK

Mark Twain--or was it Tom Sawyer?---discovered through the medium of a high board-fence that in order to make a man cover a thing, it is only necessary to make the thing difficult to attain. So, the fore-peak of this ship--that region up forward where the port side meets the starboard--being difficult to attain, I take it to be coveted; and well may it be, for the triangular peak of this bark is all very interesting. The Hatchet divulges freely, beginning at the bottom---and though that doesn't mean quite the bottom of the ocean it verges on that level.

The chin, so to say, of the fore-peak, constitutes the foremost part of the hold. And that's the only accurate statement I'm going to make about it because that's all I have. However, just as a suggestion, it might better be called "hole;" for a hole can get blacker than any other common noun. The sailors told this truthful narrator that when any attempt is made to let light into that darksome place the reverse is achieved, because as soon as the smallest crack is opened the glutinous blackness squirts out and gets into all the gangways and alleys from stem to stern. I strongly suspect that's where they get that stuff we flounder in when we venture abroad at night.

Somewhere above the hold (not to make it clear for any analytical Germans) are the gear lockers. I expected to see something like the inside of a transmission case; but "gear" at sea is rope and tackle. The place looked like I imagine a well-appointed sewing basket would look under a strong microscope.

The captain of the hold sat on a 300-pound clevis and told me of the "fore-peak" tanks. I sat on a coil of six-inch rope and listened---and took his word. The tanks are down in the hold.

There is the three-cornered paint locker with its barrels and pots of varied colors. The most remarkable thing about this odorous shop is its spotless cleanliness. When one sees all those open barrels of pigment jostled by the seas, he wonders how the smiling lad in charge keeps it from fairly dripping from the ceiling.

Along somewhere about sea-level is the sailmaker's shop--a sort of magnified tailoring emporium where this somber canvas-garnished mermaid gets her mending done. Among its accessories is a sewing machine the size of a steam hammer.

Above these things, one sees the light --- and the dark way of the transgressor. For the "brig" is there, the high sea's domicile for the incorrigible, the isolated abode of Jack Tar home from a breach of the Articles of War.

It is said that when a sister ship was sunk recently, the men in the brig abandoned ship without even so much as a wetting. Methinks I'll contrive a sojourn in the peak of the gallant fo'cas'tle.

Atop the fore-peak, bristling under the sun or riding fore most into the gale, is that coveted spot, the fore-peak lookout. There is nothing between that sturdy nub of steel and France save miles and water. And they are fast dwindling as the days go by. We'll soon be there, Joan of Arc. And then---

Qui sait?

ENEMY ATTACKS AND BRITISH YIELD GROUND

POLDHU, ENGLAND, April, 11.---North of Armentiers the enemy's assault has pressed our troops back to theline of the Waetschaets.

At Messines Ridge and Ploegsteerdt, bodies of German infantry who had forced their way into Messines were driven out this morning by a counter attack.

A PLEA FOR THE OLD ENGLAND

By Roger Searle

God save thee, Britain, from this evil chance:
They say again the old shall be no more.
The men abroad, who shield you from the war,
Fainting at heart, eye each day's news askance.
Are you preserving for them far in France
A countryside as peaceful as before?
Blows Ripon's horn of centuries a score?
Does Helston keep her Furry Day and dance?
Rash bards of change, no ancient cult would do
In their barbaric rites what you conspire.
Do moss-grown ruins argue naught but new
And constant devastations, axe and fire?
Shall parasitic beauty feel your blade---
And then the tree, to build the bark of trade?

REQUEST TO MEN OF YALE

If they will send their name and class to Historian, The Hatchet, these will be forwarded with 2d volume of the paper to Yale Alumni News. It would seem to be a good idea for other college graduates to follow, using the notice boards for posting of names.

Men of Brown, send your names, too.---Another Editor.

WHAT THEY WERE AND WHAT THEY ARE

Almost all former German vessels now in the American Navy have been given new names. Secretary Daniels issued an order changing the names of twelve ships. Here's what they were and what Uncle Sam has changed them to: Vaterland, Leviathan; Kronprinzessin Cecile, Mount Vernon; Kaiser Wilhelm II, Agamemnon; Amerika, America; Hamburg, Powhatan; Grosser Kurfurst, Aeolus; Koenig William II, Madawaska; Neckar, Antigone; Rhein, Susquehanna; Prinzess Irene, Pocahontas; Frederick der Grosse, Huron; Barbarossa, Mercury; Prince Eitel Freiderich, De Kalb; Kronprinz Wilhelm, Von Steuben.

The following vessels will not be renamed: President Lincoln, President Grant, George Washington.

Overheard in officers mess in first bi-daily chow:

Yes, I'll leave now! Better hold what I've already gained than strive for further conquests and lose all!"

Some caesarian pass-out on lowly subject!

Standing on D deck, came a voice from the companionway: "Le's go out on the porch."

If the editors of the States could see the scramble for The Hatchet they would all be trying to start a sea-going newspaper.

DRIFTWOOD

An army cantonment is a clearing house for rumors, as everybody connected with the military game knows. But the camp on terra firma really doesn't produce one-third the remarkable reports that are inspired by the salt sea air.

There is only one thing we are almost positive of, and that is that we are on the Atlantic instead of the Antarctic ocean.

A large number of the soldiers are reading poetry these days. Not only do they absorb the verse in the Hatchet, but they spend hours reading the works of Service, Kipling, Burns, Tennyson and others. Even the Rubaiyat of old Omar Khayyam (may his tribe increase) is not neglected and the astronomer poet of Persia probably would be greatly flattered about it if he were alive.

The soldiers appreciate the large and well selected library on this ship. Many read a novel every day---fiction, history, finance, military text books or works on nautical matters.

Four hundred and twenty-six years ago a daring Italian navigator and a crew of Spaniards crossed the ocean. Now we're doing it. Columbus had nothing on the majority of us, because we're crossing it for the first time also.

The members of a detachment which has been training for nearly a year on a Western prairie have one grand consolation. There is no dust on the sea.

SING IT TO THE TUNE OF "SAILING, SAILING"

Heaving, heaving into the ocean green
They all take turns at holding up
Each other's dizzy bean,
Heaving, heaving over the bounding main,
And many a fish must Hooverize
'Till the boys come back again.

PRAISE FROM A HIGH SOURCE

Office of the Force Commander. Cruiser and Transport Force
United States Atlantic Fleet

My dear Captain:

Please accept my thanks for the attractive volume of "The Hatchet." I am reading it with much interest. I wish to express my congratulations to the Editors for their creditable work. The tone of "The Hatchet" indicates the fine spirit that prevails on your ship---a spirit that is evident in her efficiency.

Very sincerely yours,
(Signed) Albert Gleaves.

NOTE BY COMMANDING OFFICER

It is to be hoped that the officers and crew of this vessel will continue to co-operate with the army in such a manner that the spirit and efficiency mentioned in the above will not wane, but will wax and grow stronger.

ALONG THE RAIL

After the crate had dropped on his head----"Yuh-all sailuhs up thair bettuh min'out how you're droppin them things round heah. Fust thing yuh know you're gwine tuh hut somebody. Done made me bite mah tongue!"

"I'm getting flat feet from wearing all these accoutr'ments."

FOR A BETTER LIBERTY

The only true happiness we gain for ourselves is by doing something for some one else.

Liberty today for the------section! We dash madly for our quarters, don our "Liberty Blues," and impatiently await the arrival of the tug. Arriving, we speed pleasure bent up the Rue de -----.

With the exception of making a few purchases for the folks back home (God bless 'em) our entire time is consumed in trying to afford ourselves a good time. Self! Self! Self! None of us is really selfish, our very presence here proves that, but it has not occured to us to try the other---the better way. The other way? On reaching shore concentrate your efforts upon finding some way to do something for someone else; to bring some joy to others less fortunate. How? Look around! Make inquiries! Seek some sick and wounded Poilu, endeavor to learn his wants---a book, a sweetmeat, something he really wishes. Get it for him. And when you return from your next liberty, instead of answering your shipmates question with "Oh I had a fair time," you will look him in the eyes and say, "I had a real liberty a great time and enjoyed every minute of it."

E. I. C.

YOU KNEW WE'D PRINT THIS, SLY DOG!

We wish to extend our thanks to the press,
For the news we receive on the sea;
Others may read The Hatchet each day
But accept this expression from "D."

The Hatchet, a paper quite small, it is true,
Delivers the news from the air;
We boys are reading with interest each day
Of the battles they fight "over there."

We read of Von Hindenburg bucking the line,
But the Allies are holding quite well,
While Pershing is bringing his lines to the front
To drive Kaiser Bill on to Hell.

Keep up the good work, Mr. Editor, please,
While God speeds our ship o'er the sea;
We hope that the Hatchet will never get dull
And best wishes from Company "D!"

THOSE BIB-ULOUS CHEST PROTECTORS

"At home I shouldn't have been startled to have seen the ladies, God bless 'em, wearing bustles fore and aft, but I'll be darned if I ever expected to use one for a napkin or a chin rest. Look at my bib and see what I had for breakfast."

In the bright lexicon of the Editor, the only word is sub---subscribe.

It takes the paymaster's feeds to put the Et in Hatchet.

MOTHER GOOSE AT SEA

Tom, Tom, the Pacifist's son,
Sailed to France to down the Hun;
When he returns, he'll sure insist
On putting the Fist in Pacifist.

THE HATCHET

Published On The High Seas

Vol. 2. April 12, 1918. Number 12.

OUR HUMAN LIFE PRESERVERS

Like the bark of a mastiff, challenging trespassers, came the voice of our gun on the starboard deck aft. A leaden messenger plumped into a leaden sea, narrowly missing the black, bobbing fin of a passing porpoise.

It isn't our fault that porpoises are fond of high hurdling or that God gave them fins that look like Prussian periscopes The point for them to remember is to give this floating arsenal plenty of sea room, because our Gun Gang's goin' to get 'em, if they don't watch out.

We don't know the total casualty list when the piscatorial roll was called that evening, but we know that if it had been The Real Thing there'd have been another German burial at sea, it's only shroud a little oil-on-troubled-waters.

Sixty clean-limbed, clear-eyed striplings make up the crews handling our major defensive armament. For the most part, they're only boys, not old enough to vote. Only yesterday they were cutting capers and provoking the birch in rural schoolrooms. Now, after plenty of hard training on warships, they're our Human Life Preservers. And if they can't vote they can shoot. Take a look at their drill. Watch the covers fly off and the steel shafts whirl round like Grandma's needle at a-knitting bee. For this, Uncle Sam, we're thankful.

These make up a gun crew. In addition to these are the lookouts, equipped with a variety of weapons, including revolvers machine guns---and binoculars. They're so handy for shooting truant mines, making dents in whale hide, or locating nurses on neighboring transports!

The gunners are always on the job, always ready to be eyes and ears and "shooting-irons" for the rest of us. They're so choice a unit, they're stowed away in quarters all their own, eating, sleeping, working together. And for the rest of us, army or navy, it is a case of "Keep Off the Grass."

Seriously, these are our real "dogs of war," ready not only to bark, but to bite, whenever Fritz shows a head above water.

Above them, yet of them is the Gunnery Officer, whose fertile brain, aided by an eye like Mars, "to threaten and command", is an inspiration to his men and our ultimate protecting aegis in the midst of war's alarms.

WHAT YOUR MONEY IS WORTH

5 centimes, 1 cent; 10 centimes, 2 cents; 25 centimes, 5 cents; 50 centimes, 10 cents; 125 centimes, 25 cents; 100 centimes, 1 franc or 20 cents; 5 francs, $1; 10 francs, $2; 25 francs, $5.

The above is the approximate exchange value, although it changes from day to day, and often American money is of more value than the rate quoted above. Usually better value is obtained at the Y. M. C. A. local bank, or shops and hotel.

The value of exchange in English money is: 1 Cent, 1 Ha'penny; 2 Cents, 1 Penny; 12 Cents 1 Six Pence; 24 Cents, 1 Shilling; $4.90, 1 Pound.

FRENCH AIR PERFORMANCES FOR MARCH

EIFFEL TOWER, PARIS, April 12.---There were violent artillery duels at certain points of the front north of Montdidier and in the region of Lassigny. The night before and this morning the French repulsed two German attacks of a lively character in the sector of Noyon. There was intermittent cannonade on both banks of the Meuse and in La Petre forest.

During March, 26 German planes were brought down by our aviators. During the Paris raid of March 11th and 12th, two enemy Aces were forced to descend.

MESSMEN'S PRIZES

While rampant around this ship all sorts of fetes and programs and contests are going on among the troops, there is one "feature act" ever on the stage, unseen yet in the ascendency. For among the messmen of the Ship's Company there is a pleasurable "feud", fostered by the distribution of a certain trio of prizes. These prizes are awarded bi-weekly and are based upon these things:

A. Personal cleanliness of messmen.
B. Cleanliness of mess tables and mess gear.
C. Promptness in serving the mess, and neatness in serving the food.
D. Avoidance of waste.
E. Promptness in reporting for handling stores, peeling potatoes, etc.
F. Cleanliness of the compartment in which the mess is served:

Consequently, the messmen are on their toes; they have mastered the Hoover idea. And they know the sterling value of Cleanliness, the foremost factor in the conservation of our fighting energy. They strive for the prizes, of course, but the burnished pot and the glistening china have become a habit. So, the winner of the first prize---likewise the second and third---must reach the heights of perfection. And they do, as proof a-plenty is supplied when one peeks into their respective quarters.

ARE WE WORTHY OF THEM?

There's none of us in our great crowd of men whose prospects bright for honor loom as to the Front we're speeding on tonight, who has not left in that fair land which gave us birth and home, a face and form that dearer grow as further now we roam. Not one of us who did not grasp some hand in fond adieu, some brother, father, mother, wife, a friend or sweetheart true, a son or daughter grown or yet a babe whose cherub face had naught but smiles for Daddy as he pulled aside the lace and kissed its tiny hands while tears engulfed his brimming eyes. Yes, all of us have mem'ries. God, what would we give as prize to some magician who could give us one more fleeting glance into those precious eyes again--, alas, there's not a chance. And now they're asking, "are we worth the fifty dollars clear it costs our Uncle Sam to keep us U. S. soldiers here." I do not know. I only hope when war is done they'll find I'm worthy of the welcome of the Loved One left behind. J. T. D.

WHO'S WHO ON THE HATCHET

The man who is really responsible for The Hatchet is the good Captain of our ship. That the paper came into being can be laid solely to his door. We near the end of the second volume ---a volume somewhat changed from first. It has fixed upon a definite mode of procedure and policy for the volumes that will follow.

The Chaplain of the ship has his own clean value stamped upon his face. He represents the Navy on The Board. Graduating from Gettysburg College he completed his course in the Seminary in the same town in '12. The last five years he did post-graduate work at Johns Hopkins which recently conferred the degree of Ph.D. upon him. The year before entering upon active service in our Navy (January 1918) he lectured on archaeology at Johns Hopkins and was known as a brilliant student of the Semitic languages.

The next two editors are transient and soon as butterflies will flit from us. The first is our Y. M. C. A. man whose features of a Robert the Devil type are well known on shipboard---sensitive, Byronic and temperamental. Jumping from Brown College in 1897 he plunged into the vortex of newspaperdom in the office of the N. Y. Times. Satirically veined, cosmopolitan, man of world, it was not surprising his first book had a circulation of 150,000 copies. It's title was 'The Foolish Dictionary.' It came to light in 1904. The Mother Goose Rhymes on shipboard of which he is sponsor, will long be remembered by us. His special mission to France is to make the American soldier boy happy. In this there is no doubt of his complete success.

We will now pass on (as they used to say in Dime Museums) to the third Editor of The Hatchet. Follower of Aesculapius, disciple of Epicurus, wooer of the Muse, the soldier-surgeon-editor representing the Army on the Staff is a man who, with equal facility, can wield a scalpel, indite an epigram or order a dinner fit for a bon vivant.

Yale held him transiently and Columbia made him a doctor of medicine in 1896. Europe, New York City and himself did the rest---and neither has anything to be ashamed of. His pen helped him through college and his lancet has carved for him a niche in the surgical hall of fame. A thriving public hospital on Long Island is a memorial to his professional initiative. And when he offered his services to Uncle Sam, he was made Historian by his regiment---a demonstration of excellent judgment in high places. Incidentally the Doctor can 'parlez vous' cheerily with a French valet de chambre or tell a German spy what he thinks of him in his own vernacular.

Contributors to The Hatchet very greatly aided the above Triumver on the last legs of their watch.

CREW TAKE NOTICE!

Will each member of the crew who can do anything in the way of entertaining his mates, kindly leave his name at the Chaplain's room?

YOUR LIFE BELT

We've puzzled and fumed, but the myst'ry is o'er,
The place for the thing is not aft nor before,
Third finger, left mitt, that Life Belt will fit,
To remind the poor victim he's married to it!

DRIFTWOOD

Personal and Social: Private Bill Jones is somewhere on the high seas en route for Potsdam on a business trip. He hopes his delay in France will not be a long one.

What has become of the old-fashioned man who said that the Western wheat fields---miles and miles of waving grain---gave railroad passengers seasickness?

It is curious to see a coal miner from Pennsylvania trade "The Winning of Barbara Worth," to the bank clerk from Illinois for Henry Fielding's "Tom Jones." The high type of books on the ship may reform a lot of the boys in a literary way.

The Pike's Peak Daily News, a paper printed on top of the famous Colorado mountain, is distinctive because it is printed at a very high altitude. But The Hatchet has earned distinction. Although a mid-ocean periodical, you don't have to wade thru it.

When the great war is over and we have settled down again at our respective trades and professions, we will have many pleasant retrospections of military days. Hardships and pleasures will then be memories, and we do not believe that the small but pleasurable part The Hatchet has played will be forgotten.

Everyone has heard of "schools of porpoises" but when we passed a school of them the other day it looked more like Recess than Study Hour.

AN ENGLISH SPRING DAY

After Mr. Izank Walton

By Roger Searle

Pisc. Come, now it rains; this gentle mist does drench
Yon honeysuckle hedge; and there we'll dream
A little space, and wait the sun's bright beam
Before we fish again; our sheltered bench
Shall be that grassy bank; our hearth that trench.

Ven. Aye, Master; and there too you'll bare the scheme
You use to lure and catch the wily beam,
A fish you say is favourite with the French.

Pisc. These honeysuckle flowers and leaves afford
Good thatch. Now, for the bream we use this sort:
T'is the best bait for bream I ever knew.
See, now the rain is o'er; the river broad,
Yellow with sun, recalls us to our sport:
"Have but a love to it I'll warrant you."

HAYNES, NEVADA, GIVES OCEAN IMPRESSIONS

With the mess-hall cutting capers, Bill the Bite, a resident of Haynes, Nev., balancing first on one foot then on the other as he threw in pork-chop Chow, remarked scornfully: "The ocean make a Westerner sick? Never! We get used to this on the rolling prairies!"

MOTHER GOOSE AT SEA

Diddle, diddle, dumpling, our son John
Goes to bed with his trousers on,
Campaign hat and hob-nailed boot---
Ain't his swimming costume cute?

THE HATCHET

Published On The High Seas

Vol. 2. April 13, 1918. Number 13.

FOR MOLLIE AND THE TWINS

He was breathless with excitement when he entered the lying-in ward. He scanned the long row of white beds to catch the first glimpse of Mollie. There she was, way down at the end. His pace outdistanced the nurse leading. He wanted to run. Radiantly happy, he tenderly kissed her. He was afraid to hug as he wanted---God, how he had yearned for her! He peered half suspiciously both sides of the pillow. In haste he undid the small parcel held under his arm---unexpected treasures for Mollie. Later on he could tell her in detail of his shopping experiences in the French seaport.

"Now, look at this. Won't that be a fine pair of shoes for our little boy?"

"Here's a little fancy dress I bought for him. You can put him in it on Sundays!"

And here---now what do you think of this? Isn't this a grand little lace cap for him when you take him out walking?"

A wan smile of amusement crept into the angles of Mollie's mouth.

"These are lovely for him, sweetheart, but how about her?"

He felt as if the ground fell from beneath him.

"Oh, Lord! You don't mean twins Mollie?"

"Yep!"

"Jack, we're chipping in a dollar to get a phonograph for our boys in E. I. C. Will you come in?"

"Well you know how it is! I told you about Mollie and the twins. I'll go in, though, and save it out of something else."

The fund for the phonograph was imaginary. It was a purse the Chief Electrician of this ship on this voyage was getting up to help out the twin situation. The sum of $41. was placed in the hands of our Chaplain to appropriately present.

This is a real heart story. The Editors of The Hatchet are going to make up another little fund for the same purpose at once---anybody can join us. Let's celebrate the arrival of these two new little Americans in the land of liberty! What say you? Tomorrow is Sunday. We've much to be thankful for!

BOY! PAGE SECRETARY DANIELS

If we had more of this 4 o'clock rising, I think some ingenious soldier or sailor would devise a scheme to eliminate the submarine. It brought forth two suggestions this A. M. that may be submitted to the Naval Advisory Board. The first one is that a big fleet or flock or pack or passel of whales be trained to bite off the periscopes.

The second calls for a herd of camels to be used to drink up the ocean. There is much promise in these suggestions since one of them comes from the man who invented black spots for hobby-horses in the piping days of peace and his opinion is respected. The idea of the camels is good, but it is claimed by critics that it would take a big saw-filing addition to the navy to keep the whale's teeth in condition. This may delay the plan because the world's supply of files is limited. N. M.

GERMANS REPORT SINKING 8 STEAMERS, TOTALLING 30,000 TONS, IN MEDITERRANEAN

NORDDEICH, GERMANY, April 13.---In stubbornly carried through attacks, German submarines destroyed in the Mediterranean a convoy of four steamers and sank four other steamers of over 30,000 gross tons in all. An English destroyer of the L class, 950 tons, was bombarded. A torpedo hit a tank steamer which reached the nearby port of Alexandria, although severely damaged. The steamers were loaded and so far as could be established, armed. The strong protection leads one to conclude the cargoes were valuable.

The especially identified were the English steamers "Caldanha" 4,398 tons, "Saint Dimitrios" 3,359 tons, tank steamer "Oneka" 5,176 tons, Italian steamer "Sincerita" 1,722 tons and Greet steamer "Princess Sophia," 2,282 tons. The sunk English destroyer was protecting, together with a second destroyer, a large transport which was also destroyed. A submarine noticed an explosion on the sinking steamer "Saint Dimitrios" caused presumably by ammunition.

FAREWELL FELICITATIONS

Since others are henceforth to share with our Captain and his naval assistants the 'vigil of the night,' it seems appropriate to express now our deep appreciation of their constant efficient efforts to safeguard the many lives entrusted to their care. We remember with pride the glorious record of our Navy since the birth of the Republic and we know that so long as our vessels are controlled by such officers as are now with us, the stirring exploits of the past will be but precursors of those that are to come.

Colonel, Commanding Troops.

"PLEASED TO MEET YOU, GLAD TO HAVE HAD YOU WITH US, HOPE TO SEE YOU AGAIN"

In saying au revoir but not goodbye to our army friends, the heading expresses our sentiments on the eve of their departure from our midst.

Our thanks are due to them for the co-operation they have shown in helping us with various work to improve the ship which we desire to improve in every way that will benefit them as well as those who follow after them in this great struggle for freedom.

Their service as lookouts can not be overestimated, for the safety of the ship depends primarily on the vigilance of the lookouts, and the more lookouts there are, the less likelihood there is of running into trouble without being able to avoid it.

The thanks of everyone on board are due to those who, as editors and "editors assistants", have done most of the work in getting out this paper.

And finally, the personality of our guests is manifest in our expressed wish that "We hope to see you all again".

Captain, U. S. Navy, Commanding.

THE TROOP SHIPS

Here she comes, the Transport, from out the Western Sea.
"Land ho!" cries the lookout, and proud a ship is she.
All souls aboard accounted for in spite of storm and foe,
She sends a message to the coast, "Hello France! hello!

Thousands of lads are waiting, with earnest purpose true,
To land and hurry to the front with "Old Red, White and Blue.
It's awaving and afluttering in breeze mid'st shot and shell,
Where Pershing's men are ready now to raise somekind of hell.

So it's a handshake and a luck to you when anchoring
in the bay,
A toast to the ship that brought you here, in good old
fashioned way,
And when you've fought your battles and War and Strife
shall cease,
We'll take you back to Happiness, to Homeland and to Peace.

HOW TO BEHAVE IN FRANCE

The following extract from A. E. F. regulations concern all troops landing in France and must be strictly observed.

No officer or man is allowed on top of cars or vehicles.

No officer or man is allowed on the engine or in the compartments set apart for the railroad staff.

No man is allowed to leave the train except at authorized topping places and then only on order of the commanding officer.

No beer, wine or spirits will be allowed on the train.

Any man left behind at a station will report at once to the R. T. O. (Railway Transportation Officer), or if there is none present, to the Commissaire Militaire.

When train is moving all carriage doors will be kept closed.

Reserve rations will not be touched except on order of competent authority.

Under no circumstances will rations be destroyed thrown away or given away.

A non-commissioned officer will be designated for each car or compartment and will be held responsible for the enforcement of these orders.

Bottles or other articles are not to be thrown from the window.

Rubbish will be put under the seats.

No braziers or fires whatever are allowed in railroad vehicles.

No officer, soldier or civilian, is allowed to join the train without written authority from the Railway Transportation Officer.

In cars carrying horses one door will be kept closed.

No one will be allowed on the running-board while train is in motion.

The following bugle calls will be used in troop movements. "Assembly," sounded five minutes before command is given to entrain.

"Attention," sounded five minutes before arriving at the detraining point. A single blast is the signal to entrain.

Men will not leave the cars without permission of officers. When permission to leave is allowed, limits will be prescribed. Men may be allowed to purchase food, etc., en route, but under the supervision of an officer or non-commissioned officer. Men will be formed in column of files before buffets, etc., and will be required to move away promptly after making purchases.

LOST

One O. D. Shirt tagged with initial "C." Finder please return to No. 82.

UNCLE SAM ENJOINS GOOD BEHAVIOR

From the subjoined excerpt, taken from a recent official communication now in the hands of one of the officers aboard ship, it is apparent that the U. S. Government expects every American soldier to be especially careful in his personal conduct while in France. Says the bulletin:

For the first time in history, the American Army finds itself in European territory. The good name of the United States and the maintenance of cordial relations require perfect deportment of each member of this command. It is of the gravest importance that the soldiers of the American Army shall at all times treat the people of France, especially the women, with the greatest courtesy and consideration.

The intense cultivation of the soil of France and the conditions caused by the war make it necessary that extreme care be taken to do no damage to private property. The entire French manhood capable of bearing arms is in the field fighting the enemy. Only old men, women and children remain to cultivate the soil. It should, therefore, be a point of honor with each member of the American Army to avoid doing the least damage to any property in France. Such damage is much more reprehensible here than in our own country.

DRIFTWOOD

Four o'clock reveille is not pleasant, but remember what Sherman said more than half a century ago.

Without detracting from the wonders of the water, the pleasantest part of the voyage is when land is sighted.

It is said that when troops first land they travel unsteadily at first as they half expect to see the ground roll up and meet them. It takes quite a while for the rolling motion to cease.

Overheard among the colored gentry: "Niggah, I'se powahful bad in need foh a dime." "Mose when dis world am saved foh democracy, only den will ah loan you dat dime.

"How many of us" asked a promenader on the deck today, "will conquer the hearts of French girls and thus acquire additions to our families?" That question cannot be answered now, but American girls believe in the axiom that "absence makes the heart grow fonder."

The boys are now able to reel off nautical terms with a breeziness and an easiness that would have been astonishing to their comrades a month or so ago.

TOMORROW'S SERVICES.

6:00 a. m., in E3, Communion Mass for Troops.
9:30 a. m., in F4, Communion Mass for Crew.
11:00 a.m., in E3, Ship's Service for Troops.
1:00 p.m., in E6, Colored Service.
4:00 p.m., in F4, Service for Crew.
7:00 p.m., in E3, Farewell Song Service.

At the Service for the Crew at 4 p.m., Chaplain C. who has spent a number of years near the port we are approaching, will tell in his interesting way of some beautiful walks that may be taken in the neighboring countryside.

MOTHER GOOSE AT SEA

Old King Coal is a merry old soul,
A merry old soul is he;
He toasts the women-folks at home
And steams the boys at sea.

VOLUME III

After an eleven-day stay in port, the ship sailed again for France, at 5 p. m. on May 8th. During this stay "The Hatchet" received considerable public notice in the New York newspapers.

Preparations for the continuance of "The Hatchet" were made. The press room was thoroughly overhauled. New supplies were purchased, necessary to change the style of the paper from a two column to a three column sheet.

When the ship left the docks at Hoboken at 4:30 p. m. May 8th, she carried a large number of casuals, the 108th Engineers, a Camp Grant Labor Battalion, Headquarters Detachment of the 27th, 30th and 80th Divisions.

Surgeon Bainbridge who had rejoined the ship at Brest on the previous voyage, again assumed the task of gathering a board of editors together. On this trip there were a number of former newspaper men on board and among them were several of unusual prominence. The group who were finally selected to meet, included besides Dr. Bainbridge and Chaplain Bloomhardt of the ship's officers, Lieutenants Grantland Rice, Walter Trumbull, Innis Brown and Chaplain O. M. Caward. Their work was supplemented by the "Letters to Mable" which were contributed by Lieut. Edward Streeter. Lieut. Clinton S. Darling also assisted as proofreader.

In the printing office, besides the three ship's printers mentioned before, there were gathered from enlisted troops on board the following: J. T. Steel, P. H. Wilson, S. B. Rossiter, W. J. Brandon, K. W. Gurney, E. S. Walker, H. R. Swanson, A. E. Craig, Edw. Mulholland, D. H. Hill, W. V. Walsh and E. C. Johnson. The circulation of the paper was handled by Sergeant McClure (108th Eng.) for the troops and mail Orderly Donohue for the crew. Corp. T. R. Caward acted as messenger for the staff.

On this trip good speed was maintained and Brest was reached in less than ten days. Troops disembarked immediately and three days later the ship took the westward course once more. The homeward trip was made in eight days. General Crozier was among the passengers carried homeward this time. The fourth voyage ended at New York on May 29th.

THE HATCHET

Published On The High Seas

Vol. 3. Thursday, May 9, 1918. Number 1.

THE ROAD TO FRANCE

By Daniel M. Henderson

Thank God our liberating lance
Goes flaming on the way to France!
To France—the trail the Gurkhas found!
To France—old England's rallying ground!
To France—the path the Russians strode!
To France—the Anzac's glory road!
To France—where our Lost Legion ran
To fight and die for God and Man!
To France—with every race and breed
That hates Oppression's brutal creed.

Oh France, how could our heart forget
The path by which came Lafayette?
How could the haze of doubt hang low
Upon the road of Rochambeau?
How was it that we missed the way
Brave Joffre leads us along to-day?
At last, thank God, at last we see
There is no tribal Liberty
No beacon lighting just our shores!
No Freedom guarding but our doors!
The flames she kindles for our sires
Burns now in Europe's battle fires!

The soul that led our fathers west
Turns back to free the world's oppressed!
Allies, you have not called in vain!
We share your conflict and your pain!
"Old Glory" through new strains and rents,
Partakes of Freedom's sacrements!
Into that hell His will creates
We drive the foe; his lust, his hates!
Last come, we will be last to stay—
'Till Right has had her crowning day!
Replenish, comrades, from our veins,
The blood the sword of despot drains,
And make our eager sacrifice
Part of the freely rendered price
You pay to lift humanity—
You pay to make our brothers free!
See, with what proud hearts we advance—To France.

BON JOUR

THE HATCHET may need no introduction to many on board after the generous space given to it last week in the New York Times, Globe, and other American newspapers from Boston to California. To others however, let us explain that it is a daily sheet published at sea and distributed free of charge to all on the ship.

The Editorial Board is a joint body of Army and Navy officers. Their aim is to reflect your experiences "on the way across." This third volume is a chapter not only in THE HATCHET'S biography but also in the diary of your military life. It will be your production and your story so do not permit your possible timidity to interfere with your skill and ingenuity in helping to fill its columns from day to day with original and interesting bits of life on the rolling sea. Turn your contributions in at the Post Office.

TROOP COMMANDER'S MESSAGE

Only by greater efficiency than our enemy can we win this war. Efficiency requires for the first factor "Discipline." One of the first requirements of discipline is prompt and willing obedience.

Being able to execute the manual of arms and other company drills does not constitute a trained soldier. Personal cleanliness, personal appearance, promptness and snappiness in obeying commands. alertness, head erect, chest expanded, elastic step, and cheerful countenance, are all important requirements of a soldier best fitted to take his place on the firing line.

As in football, we must have teamwork to buck through the line. The military service of our country consists of many branches, primarily the Army and Navy. For highest teamwork strict military courtesy must be exercised by all officers and men of the various corps towards one another. In other words all parts of our military system must cooperate intelligently, one with another, that our country s victory may be assured.

Our troops aboard are passing another milestone on the way to the front.

We are on board a naval transport By strict obedience to the ship's rules and regulations we can do our part in making this stage of our military service a complete success.

Troop Commander.

THE HATCHET

Contains only censored matter. No names of units or individuals will be printed. Start at once to keep a file and send it back to the people at home with your letters.

BRITISH GAIN IN THREE POSITIONS

LONDON:—The British front has been advanced in three different localities between the Somme and Ancre Rivers, the War Office announced today. In the Flanders front the German artillery developed intense activity this morning in the sector of Meriton and Kemmel. During the night the German artillery bombarded the allied positions around Rolecquon and St. Julian.

BRITISH SUBMARINES SUCCESSFUL.

WASHINGTON:—British submarines have successfully attacked no less than forty enemy warships according to statement from the British Admiralty received here this afternoon.

SHIP'S ORDERS.

Seamen may conduct troops to their quarters but must not remain and shake them for their quarters.

Soldiers should eat only heavy food as it is forbidden to throw anything overboard that will float.

Sailors are requested not to send regimental carpenters on assignments to box the compass over twice daily.

Soldiers are requested not to employ sailors to help them look for the key to the drill grounds.

Officers and men are not permitted to leave the ship except on pass.

Soldiers are notified that when a seaman speaks of the "hold" he means the basement, when he mentions the "deck" he means the porch and when he says the "ports" he is referring to the windows. Interpreters may be found at the Bureau of Information.

Sick call will be held at 9 a. m. but in case of rough weather each man will hear his own call.

All amateurs taking the ship's course will kindly return it to its proper place.

YESTERDAY'S RESULTS.

AMERICAN LEAGUE

Philadelphia	5	New York	2
Detroit	9	St. Louis	8
Chicago	9	Cleveland	5
Washington	14	Boston	5

NATIONAL LEAGUE

Boston	4	Brooklyn	3
New York	3	Philadelphia	2
Chicago	8	Pittsburgh	1
Cincinnati	6	St. Louis	9

SHOWER OF STARS!!

Afternoons and evenings will be made brilliant by the Entertainment Committee. Things will hum, beginning today on the after hatch with boxing bouts at 12:30, and band concert at 5 p. m. At 7:00 p. m. vaudeville will be staged in mess hall E 3. Musical talent galore is available. We have aboard a magician, a grand opera singer, champion roller skater, black face comedian, monologists, female impersonators, and talent from Keith's and Orpheum Circuits, etc., etc.

SENTRIES ON THE JOB.

ATLANTA, GA:—Two German prisoners of war at Fort McPherson internment camp were shot Saturday when they crossed the dead line near the fence.

JUST CEASED TO FLOAT.

WASHINGTON:—A report from the committee to investigate the loss of the naval tug Cherokee was in the hands of Secretary Daniels this afternoon and failed to place any blame for the sinking of the vessel.

NEW NATIONAL BIRTHDAY.

WASHINGTON:—Uncle Joe Cannon is sixty-two years old today.

MAKING DOLLARS FLY.

WASHINGTON:—The Senate Miltary Affairs Committee will investigate the aircraft program and show the country what has been done with every dollar of the hundreds of millions appropriated for aviation purposes.

"I TRUST YOU"

"Under the orders of your devoted officers in the coming battle you will advance or fall where you stand facing the enemy."

Such was the stirring phrase in the special order issued by Lieutenant-General Sir A. W. Currie, K.C.B., commanding the Canadian Corps, on March 27th.

The full text of this immortal order, which has already been briefly mentioned, is as follows:—

"In an endeavor to reach an immediate decision the enemy has gathered all his forces and struck a mighty blow at the British Army. Overwhelmed by sheer weight of numbers, the British divisions in the line betweem the Scarpe and the Oise have fallen back fighting hard, steady and undismayed.

"Measures have been taken successfully to meet this German onslaught. The French have gathered a powerful army, commanded by a most able and trusted leader, and this army is now moving swiftly to our help, and fresh British divisions are being thrown in.

"The Canadians are soon to be engaged. Our motor-machine-gun brigade has already played a most gallant part, and once again covered itself with glory.

"Looking back with pride on the unbroken record of your achievements, asking you to realize that to-day the fate of the British Empire hangs in the balance, I place my trust in the Canadian Corps, knowing that where Canadians are engaged there can be no giving way.

Under the orders of your devoted officers in the coming battle you will advance or fall where you stand facing the enemy.

"To those who fall, I say, 'You will not die, but step into immortality. Your mothers will not lament your fate, but will be proud to have borne such sons. Your names will be revered for ever and ever by your grateful country, and God will take you unto Himself.'

"Canadians, in this fateful hour I command you and I trust you to fight as you have ever fought, with all your strength, with all your determination, with all your tranquil courage. On many a hard-fought field of battle you have overcome this enemy. With God's help you shall achieve victory once more."

(Signed) A. W. Currie,
Lieut.-General Commanding Canadian Corps.

THE HATCHET

Published On The High Seas

Vol. 3. Friday, May 10, 1918. Number 2.

TO "ALL HANDS AND THE COOK"

THE CAPTAIN TELLS OF THE NAVY'S MISSION

To "All Hands and the Cook."

This does not mean that the cook comes after every body else. He is always called before "All Hands". It is merely a nautical term to indicate everyone on board. He —the cook—might get along with outus, if he did not have to be called, but as in everything else we must all work together

The Navy's mission in this great war is to get the Army "Over There" safely and as soon as possible. And we know the Army's desire to get there. The Army has no hesitation about going on Navy Transports, but we must justify their confidence by each man doing everything possible to make this voyage a safe one.

As each trip is accomplished the question is "What new precaution can be taken to guard against the ingenuity of our enemy?" No precaution is too small, no lookout can be too vigilant, and, while we have a large number, we call on the Army to help increase the number of those on whom the safety of the ship principally depends.

So, with their assistance, and with all working as one, we expect to make this trip a perfect success.

The Captain.

NEW STANZA

"Battle Hymn of the Republic"

(Written by Dr. Henry Van Dyke, one time Minister to The Netherlands and now chaplain in the United States Navy, with the rank of Lieutenant Commander.)

We have heard the cry of anguish
From the victims of the Hun
And we know our country's peril
If the War Lord's wish is done.
We will fight for world-wide freedom
Till the victory is won,
For God is marching on.

HOW SHIP FEEDS AN ARMY AT SEA

210,000 MEALS IN 15 DAYS CALLS FOR MORE FOOD THAN YOU EVER HEARD OF

Rectors and Churchills have their crowds. But the dinner gowns, the evening clothes, the pink lights, the broiled lobsters and the soft music, plus the popping corks, fade back into the forgotten mists when one watches, aboard this ship, the almost unending lines of khaki filed by for their meals.

In spaces no larger than a private dining room at Sherrys they come by, thousands upon thousands, and yet in such perfect order that in less than eighty minutes the last man has been served.

The khaki line seems limitless. It must seem longer than that to those in the rear. But the coffee in the big pots remains hot, the stew continues to steam and in less than seven seconds each man has an equipment replete with food. It only takes two details to accomplish this miracle—perfect system and vast quantities of things that one can eat. That's about all it takes.

Flour, potatoes and beef are the Big Three that rule the realm below, yet there are 159,000 pounds of fresh vegetables waiting to be absorbed, providing the sea doesn't get too rough.

After receiving their food, the men arrange their own menus. For example, one takes gravy on his rice and jam on his bread. The next takes gravy on his bread and jam on his rice, using the combination to produce a crimson tinted mixture of startling effect. American ingenuity is hard to stop.

Outside of providing 14,000 meals a day for fifteen days, a matter of only 210,000 meals at sea, the mess officer of the ship has very little to do. Very little.

He is only called upon to provide, by the regulations, 180 different varieties of

(Continued on page 2.)

BRITISH AGAIN ADVANCE LINES

ITALIANS BAG MANY HOSTILE AEROPLANES

LONDON, May 9—There was again considerable activity along our front. The British again advanced their line in Picardy east of Amiens. They also drove the Germans back from the parts of the Allied Line they penetrated on the Flanders Front southwest of Ypres.

Germans renewed their attacks on the front north of Kemmel, but the Allies are holding firm. Two German Divisions took part in the attack yesterday morning, and were repulsed with losses. There was local fighting around Bucquoy, North of Albert, on Wednesday during which the British captured thirty prisoners.

The German artillery developed great activity during the night around Albert. Intense gun fire, accompanied by vivid flashes, could be heard on the southeastern coast from the other side of the North Sea, throughout the night.

On the Italian front, seventeen additional Austro-German aeroplanes have been shot down. Artillery fighting was brisk on the southwestern front east of Caposile and near Laghi Basin and Monte Pertical Southwest of Monte Alessi an Italian reconnoitering squad was repulsed

An armistice has been reached on the Ukrainian fighting front in Russia.

Belgian airmen have shot down two German balloons and a German airplane.

WAR LORDS DISAGREE

LONDON, May 9th.—Field Marshal Von Hindenburg and General Von Ludendorff have had a disagreement over the delay in the German offensive on the Western front. The Kaiser and the German Crown Prince are said to have taken respective sides in the quarrel.

RADIO NEWS

THE HATCHET might be called "The Truth," for veracity is the keystone to its arch.

The Editors, as well as others, were glad to know that a twenty years error had been made in Uncle Joe Cannon's age.

We thought he was 82 yesterday but not so!—62 said the radio!!!

REAL ESTATE TRANSFERS.

A real estate exchange which has aroused lively interest in some circles is the transfer of a large tract of land, well tilled and furrowed, near Mt. Kemmell to the British and French governments by the Government of Germany. The deal was closed late last night. General Haig acted as broker for both parties. Some broking.

POSSIBLY.

Another rookie from the West fears that should a torpedo tumble us into the sea after dark, one of them 2nd. Lieutenants will insist on dressing the line.

OF COURSE THEY DO.

A jackie told of running into a school of whales on the last trip which had to be dispersed before the ship could continue on its course. A rookie from the west listened to the story with open mouthed wonder, then said, "Do they teach whales squads right too?"

ON THE WAY

Behind us lie the homes we knew;
Beyond us wait the plains of red;
And yet—across the sweep of blue,
All yearning eyes are turned—ahead.

The homes we left wait in the mist,
No longer part of thought or plan;
We go to keep an ancient tryst
Whose only creed is—man to man.

So, on the way, we leave behind
The softer dreams we knew of old,
To play whatever game we find,
To face whatever Fate may hold.

THE EXEC'S PUP.

There was a gay gutter-pup,
Who determin'd to eat Germans up,
He's now on his way
Having four meals a day,
'Two down and two coming up!

BASEBALL SCORES

AMERICAN LEAGUE

Cleveland 6; Detroit 3
New York 7; Phila. 3
Wash, 4; Boston 3
No other games scheduled.

NATIONAL LEAGUE

Brook 3: Boston 1
Chicago 6; Pitts 2
New York 4; Phila 1
Cinti 6; St Louis 5

SHIP'S TALENT BUSY

Traveling talent aboard ship lost no time in swinging a busy program under way the first day out.

Almost every intervening interval has been used since in whiling the well known hours away. From left jabs to grand opera, from jazz bands to uppercuts, troops and sailors have been entertained.

The concert in E3 mess hall was a 100 percent success. The program included Il Trovatore, Irvin Berlin, black face comedians, female impersonating and all the rest of an up-to-date bill.

From now on the athletic and concert programs will fill up all spare time and judging from the early rush there will be few empty seats.

FLEET FOUND READY

LONDON, May 9th.—Admiral Rosslyn Weymss, First Sea Lord of the British Admiralty and Chief of the Naval Staff, has just concluded a tour of inspection of the American Fleet in European waters.

UKRAINIA'S TROUBLES

ZURICH.—General Skoropatski, a pro-German, who has just proclaimed himself leader of all Ukrainia, issued a proclamation dissolving the Ministry and the peasant's committees.

A SWELL POME

The soldier murmured, "war is hell,"
His stomach being on the skid;
And then—there came another swell—
Old Sherman said a mouthful, kid!

MEALS FOR TWO

There was a fat Doctor K'dish
Who sang, in his way, to a fish
Oh fish in the blue
I've been eating for you
Here it is, half digested, k'swish.

HOW SHIP FEEDS

Continued.

food. That's all. Ever try to order 180 different things to eat? Yet this is the authentic list.

The food needed to feed several thousand men at sea ranges beyond the glutton's dream. You get the answer in the ship down below the water line where 7290 loaves of bread have been baked in one day, and eaten, and where you stumble over every variety from 60,000 pounds of beef to 132,000 eggs or a compartment of brick ice cream in a ten-degree-above-zero vault.

And if this doesn't suit you, you can bump along into 49,324 pounds of potatoes, 7100 pounds of ham and bacon, 7800 pounds of butter, 9200 pounds of sugar and 61,500 pounds of flour.

If you can't get a meal out of this you can still fall back on 4600 pounds of sausage, 3400 pounds of sauerkraut, 26,000 pounds of apples, 19,800 pounds of oranges and 4200 pounds of onions.

And this leaves out 1600 pounds of jam and 9400 pounds of lima and navy beans.

The sea brings on an appetite—at times. So does wearing khaki. The combination develops a cyclone. Yet this ship not only yields 14,000 meals a day but will deposit 100,000 pounds of food at it's next port. No wonder Mr. Hoover wanted all food concerved. He must have thought of these men in khaki waiting their turn, one thousand upon another thousand through a space 60 by 40 feet, each man armed with a mess equipment in either fist, ready to go over the top and break the bread line. Breaking the bread line is the proper phrase. On this trip alone they will consume 75,000 loaves and use up 2,000 loaves more for sandwiches when they leave the ship.

There is no vast space for all this—but perfect organization, four clean kitchens and a mess force of 138 men turn the trick without a tangle. From potatoes to pies, from ice cream to saur kraut, from grape fruit to onions, from jam to sardines, the allotment is drawn from it's shadowed hiding place below where the removal of several pounds hardly leaves a dent. And handling 180 varieties of food in quantities that range from 800 pounds to 79 tons speaks almost for itself.

Just how many calories 750,000 pounds of food contain you can figure for yourself on the next rainy afternoon.

THE HATCHET

Published On The High Seas

Vol. 3 Saturday, May 11, 1918 Number 3

GUNNERS ON JOB TO BATTLE SUBS

VESSEL'S DEFENSE TO BAFFLE THE ENEMY

With the question of submarines uppermost in the minds of all, it may be well to pass out a bit of first hand information as to how the good ship guards against the enemy, and what action is to be taken in the event one is encountered.

The main consideration, as you have been informed is to prevent them from locating the ship. Hence all the precaution concerning lights and other matters which have been impressed on all. To this end a watch is kept up at all times. The ship's watch consists of certain lookouts and these are aided by others furnished by the troops.

And the watchword of all these observers is to take nothing for granted. Or as the gunnery officer says "shoot first, and apologize afterwards". Or in the philosophy of the rabbit "Trust no man, and if you hear a stick break, run". Hence all hands are admonished to report any and every thing that looms up within sight, which might possibly be or conceal a periscope. For the submarine must maneuver and jockey around quite a bit before getting into a position to strike. If it can be sighted in the midst of making these maneuvers the chances are very very good of spoiling its plans. A shot or two in its vicinity has a wonderful effect.

In order to deliver his blow successfully, the submarine must be within twenty-five hundred to three thousand yards' range. That is the most effective range or thereabout. Extra long range torpedoes will work over a considerably longer distance but they are believed to be few, and accuracy of firing is difficult.

Now as to the means of beating the enemy off, the ship is equipped with ample guns of modern calibre.

These guns fire a projectile quite sufficient to disturb the equilibrium of a Hun submarine.

Continued on page 2

LETTERS TO MABLE

Dere Mable

I take up my pen to write you. From the way I feel I dont think Ill be takin things up much longer. Im on a boat now. They say we are going to France but we been goin two days now and I aint seen no land yet. Joe Loomis thinks that theres German proper gander in it. He says that they got us out here an there goin to keep us goin round and round till the wars over.

It seems kind of silly to write you cause I cant mail this till I get to France. It wont be no use then cause by the looks of things now ill probaly be flirting with a couple of mermaids in Davy Jones Lock Up long before that. Thats a naughtyical joke though, Mable. You wouldnt understand it.

As far as I can find out there sending the whole army over on this ship. Most of them sleeps in the room with me from the noise. They got it fixed up cozy like an opium den or a morgue. There piled up three high and the only thing that stops em there is the roof.

Were on a German boat, I bet it makes them sore Mable to see one of there own boats bringin over fellos like me. The Germans is peculiar people. They got sines all over the boat. On some of the doors upstairs they got Herren painted Youd never catch an american boat carryin fish right on the passenger floor. On some of the other doors they got signs what says Bad. I guess they run out of these before they came to the place where I sleep. It dont seem reasonable to let fish have a room with magohuny doors and a fello with two legs sleepin where I do. Some of the rooms has Damen wrote on them. Joe Loomis what lives on the canvas above me says that the only German he ever agreed with.

I aint been really sick yet. I aint give up hopes though. Angus McDonald, the Skotch fello got so worried because he

(Continued on page 2)

GERMAN MARINE BASE IS BLOCKED

VESSEL IS SUNK IN HARBOR AT OSTEND

LONDON, May 10th.—An effort at crippling the activities of German submarines through an attack on the base at Ostend has been successfully made. The steamer Vindictive has been sunk in the channel of the harbor, effectively blocking the entrance.

Our forces succeeded in recapturing a small portion of the enemy front line trenches northwest of Albert. The advance was made after a very stubborn resistance by the enemy. Hostile artillery was active throughout the night in the valleys of the Somme and Ancre.

French headquarters at Paris reports the capture of the park at Grivesnes. With this, highly important terrain adjacent to the park was captured from the enemy. A brief but very intense artillery bombardment preceded the French advance.

Lieutenant Fonck of the French flying forces did valiant work against enemy airplanes. Six German fliers were brought down by his fire during the day.

ENEMY APPLIES TORCH

ATLANTIC CITY, May 10th.—Thousands of dollars worth of Government property, including material and unfinished buildings, were destroyed by a disastrous fire. The General Electric Company occupied some ot the buildings destroyed. Another fire, believed to be of incendiary origin, also destroyed six buildings in the Kelly Speer ship yards.

THE CHERUB

An Adjutant, who had a sweet face
Was suspected of feminine grace
Until he flew mad
And cuss'd so blam'd bad
The Medic fum'gated his place.

MAY 12 - MOTHER'S DAY

"Keep Sunday for the Best Things."

No village church bells or city chimes are heard on the sea on Sunday morning but at 10:15 the Ship's buglers will sound Church Call and at 10:30 the Morning Service will begin in the Main Mess Hall, E 3, with a prelude by the band. The Ship's Chaplain will conduct the service and the Army Chaplain who has but recently resigned one of the largest churches in a western metropolis, will speak. The quartette which is being so enthusiastically applauded, will be present.

A special hour of worship for the troops in the after part of the ship will be held in their quarters at one o'clock.

No Protestant Communion has yet been held on the ship, but the approaching Whitsunday makes especially appropriate such a service for the troops in the afternoon at 1:00 in E 3, and for the members of the crew in F 4.

A monster Song Service is being arranged in place of the usual evening's entertainment in E 3. There will be a song book for every man.

COAL DUST

The trip is proving an ordeal for some of the dusky boys. Said one distressed individual, "Dese heah niggers is jes' natcher'l born crooks. Dey's ready to lose ev'rything they got jes to swipe somebody else's."

"Aint gwine to get me to throw nuthin' over de side," said another. "Fust thing you know some o' dem lieutenants 'll have dis nigger perlicing de whole ocean. How comes dey call it perlicing, anyhow boss? Dat's a name Ah doan like."

"It's all right in the day time, Boss," explained another in answer to an inquiry as to whether or not he was scared. "But at night it sho' is skeery. Wid all dem lights out, whut chanst would dey have to find me in dat dark?"

The loss of his life insurance as reported to a lieutenant worried another sadly. Inquiry revealed the fact that he had carelessly misplaced his life preserver.

"I'se suttingly goain to be a Europeen nigger after this," remarked another, "till they builds a bridge back to No'th Car'lina."

BASEBALL SCORES

AMERICAN LEAGUE

Boston	4	St. Louis	1
Detroit	5	New York	3
Chicago	5	Philadelphia	3
Washington	2	Cleveland	2

18 innings. Called account darkness

NATIONAL LEAGUE

Pittsburg	4	New York	2
St Louis	4	Cincinnati	1

No other games scheduled.

MORE SHIP RULES

Spurs will not be worn in bunks and you will be held responsible for your own nightmares.

Avoid trampling on crops even though they clutter up the deck.

It is forbidden to walk up or down the ropes or slide down the funnels.

Horse racing, digging caves, skating and picking flowers strictly forbidden.

FASHION NOTES

Life preservers with a roll collar are being worn this season.

Spurs are not absolutely necessary in riding the waves, but should always be worn in breaking nightmares.

Wrist watches with luminous dials are not proper with evening dress.

Keeping up with the times is tough work when they keep moving the time ahead on you.

Six-ounce are the fashionable gloves on the after hatch.

Feathers for decorating tin derbies may be obtained at the crow's nest.

LETTERS TO MABLE

(Continued)

felt all right that he went up to see the doctor this morning.

I cant write much cause the Captin told us the centsor would read our letters. I dont know who he is. I guess hes a German. Of course hell read em if we dont seal em.

I guess well get blown up before we go much further. I dont want you to worry though. I just menshun it. You got enough on your hands with your father in bed with his liver again and me not around to cheer you up.

Yours to the last bubble

Bill

GUNNERS ON JOB.

(Continued)

These guns fire effectively up to twelve to fifteen thousand yards. They can be depressed to make a hit close to the ship.

The guns are always manned and the extra crews have quarters immediately under the guns, and have their meals there, and all are at all times ready to fire a shot on a seconds' notice. These men got their training in the fleet and were transferred to this vessel as gun crews.

The guns are kept loaded and an abundant supply of ammunition is at hand at all times.

All guns admit of wide traverse, so that it isn't likely that a submarine can pop up anywhere within range without coming under fire, if detected in time.

In addition to these guns, the vessel is armed with depth mines, and woe unto any submarine that comes within the sphere in which they can be used.

BEWARE

A private who wanted a drink,
Said, "Doctor I'm sick, so I think."
But the Major was wise
And looked in his eyes
Saying "Son bottled liquor will sink".

NAUTICAL LANGUAGE

A certain infantry officer was delegated to locate his men aboard ship. Thirty minutes later he returned to make his official report.

"I've found 'em," he reported, "down in the basement, packed in under the third floor."

And then he wondered why a naval officer nearby suddenly turned and walked away with a pained and melancholy look.

THE PRINTER'S COMPLAINT

Though I'm an * my nose
Where ¶ers scribble prose,
This tiring — across the sea
Has no . of rest for me.

A quick little, slick little, shot well sent,
From a U. S. gun, by a U. S. gent.
A bubble of oil, a swirl of sea,
Regards to "Bill of Germany".

THE HATCHET

Published On The High Seas

Vol. 3 Sunday, May 12, 1918 Number 4

CHIEF ENGINEER HAS SOME JOB

IS COALMAN, ELECTRICIAN, PLUMBER AND ICEMAN

Just as the brains of a ship are located in the officers' quarters, so the heart of a ship is found in the engine room. There is the vast and complicated machinery which reaches through arteries and veins to the most distant parts of the vessel, and makes it a thing of life.

This ship is driven by two quadruple expansion engines. The four cylinders of each engine are on each side. The top of one of these cylinders might form a platform for fifty men. The guide rods that leap and dive in rhythmic motion are as large as the barrels of six inch howitzers.

Any dweller in an apartment house knows the trouble that one boiler and one furnace can create. On this ship there are numerous boilers and many furnaces. They are of a size and capacity which on shore might well appal the entire janitors' union, but here boilers fail to get out of order and furnace fires do not grow cold.

It often is said that the sea is bad for the appetite, but this is untrue in the case of the furnaces. They always appear to be hungry, and strong, finely muscled men sweat in the ruddy glow as they feed the fires with a deftness that to an amateur is uncanny. The food consists of soft coal done up neatly in bunkers and brought to the furnaces by means of miniature railroads.

All this is but a small part of the business below decks. Just as they have the coal men they have the ice men. There is a refrigerating plant and an ice making machine. There is also an evaporator used for turning sea into fresh water. Then there are the pumps. Our idea of a pump is intimately connected with the "old oaken bucket" but these are not that

(Continued on page 2)

SERMONETTES

Our eyes opened wider, our surprise increased, when we recently read in THE HATCHET of the immensity of the provisioning stores. Nothing may be said that might reach the enemy's eyes, of our large and varied cargo, but we will not soon forget the depths of the hatches into which an endless amount of equipment was lowered. We may also be sure that a veritable coal mine is being invisibly borne along across the waves we are meeting. And men—men everywhere, fore, aft, and amidships; firerooms, deck above deck, as high as the crows nest. All the day, the ceaseless surging throng pours in and out the passage ways. We are in a floating city surpassing any that Sinbad ever found.

But a very real part of the ship's cargo, we may not realize is on board. Kipling speaks in the language of the Bible when he says, "For the heart it shall go with the treasure, go down to the sea in ships." This ship is carrying with it to-day an invisible and innumerable host of hearts from the Homeland, for it is bearing the treasure of young men from countless firesides at home. No crowd is too dense on any deck to exclude the thoughts with which loving ones are following us; no night so noisome as to still the voices of the prayers for the safety of the treasured ones who are going down to the sea in ships.

THE USE OF FEAR

"Fear not him who can destroy the body, but rather fear him who is able to destroy both soul and body in Hell."—Jesus.

There is only one thing in this world or in the next to be afraid of and that is the devil called Cowardice.

Jesus knew and suffered physical pain. He died from sheer suffering on the cross. He might have played safe for

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Paris reports that some ground was taken northwest of Orvillers and Sorrel in the course of minor operations during the night. A heavy artillery duel was maintained with the enemy at the mouth of the Strumme river and along the Servian front north of Monastir.

During the early morning American artillery co-operated successfully with the French guns in preparing the way for a French raid in the sector of Aprement forest.

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Boston	2	St. Louis	4
Detroit	5	New York	6
Chicago	0	Philadelphia	1
Washington	1	Cleveland	0

NATIONAL LEAGUE

St Louis	-	Philadelphia	Wet grounds.
Cincinnati		Brooklyn	Rain
Pittsburg	2	New York	0
Chicago	4	Boston	6

MOTHERS' DAY

This is Mothers' Day. On shore men will wear a little white flower as the outward and visible symbol of the highest human love known to man.

We have no white flowers here—nor do we need them. Each of us wears, not on but in his heart, the thought of his mother and the memory of his childhood.

It is because of the ideals that our mothers taught us that we are going forth to war. To them—and to them alone—we shall return always handsome and always young. To each mother the fate of the war depends upon the efforts of her boy alone.

Let us so fight and so live that one small atom of their boundless faith and pride may be justified.

THE USE OF FEAR

(Continued)

His body at the expense of His principles. But that would have destroyed His indomitable spirit in a hell of torment forever. Hence He chose to be true to His righteous teaching and His clean strong life and to accept whatever fate the evil selfishness of His day could inflict on Him.

In exactly the same situation we stand to-day, and the advice of Jesus on fear fits our case.

Fear nothing except that which makes you less a man. Fear only lust which destroys your powers of concentration. Fear only excess which wastes your strength. Fear only the polution of playing it safe for your body at the expense of the bravery of your soul.

Know with old Socrates, that no evil can destroy a truly good man either here or hereafter.

Learn by experience that your WILL SET to be God's man, a soldier in this army of the Free, is a greater circumstance than any other which can ever surround you.

There is no danger in fearing, save the danger of yielding to fear.

HUNS SHIFT TROOPS

AMSTERDAM, May 11.—According to information received here today, Germany is shifting troops from the western front to Russia. No official explanation of the maneuver is offered.

LETTERS TO MABLE

Dere Mable

Were all balled up. There aint no doubt now that its German Proper Gander workin. We been running three days now and no sign of land yet. I wouldnt be surprised if we woke up some mornin in Chickawgo or some other place on the Specific coast. I aint sick yet. I dont seem to need as much food as I used to, though.

Im gettin on to this naughty call stuff fast. Quick. Thats me all over, Mable. Theres a few things about the boat though that I dont know yet. For instance they got pipes comin out the deck all over like Sibley stoves upside down. I thought they was for rubbish. I was just remarkin to Joe Loomis how neat they was to have such things. We was makin a point of pickin up everything we saw an firin it down them. Then one of the ship officers came along an' you'd ought to have herd him. Youd have thought we was tryin to blow up the old tug, insted of keepin it clean for him. He said the funnels was for carryin fresh air to the mens quarters. I says I guessed the one that carried air down to our quarters got clogged before we started.

They closed all the windows every night. Angus McDonald, the Skotch fello says that sos the Germans wont fire torpedoes through the windows and land on our beds. Thats a jokin way he has of speakin of the pieces of canvas we sleep on.

Were havin a race with another boat. Its awful close. We been racin now ever since we started an neither of us has gained yet. I here the engineers has a bet of five dollars on who gets in first. I dont know who can be on the other boat cause we got the whole army on ours.

Well, Mable, I got to quit now cause were liable to be sub-marined and blown to pieces any minit. I want to get this off before we sink.

Dont worry about me. Yours till I touch bottom.

Bill.

The Russian art of self defense—100 yards in ten seconds.

CHIEF ENGINEER HAS SOME JOB

(Continued)

kind. They are large steam driven affairs of every conceivable sort and used for every conceivable purpose.

The engine room might be supposed to be second only to an artillery duel on the western front for the amount of noise it creates. As a matter of fact, while it is by no means quiet, neither is it any bedlam of sound. Each part of every great machine knows its business thoroughly and goes shiningly about it in sedate and ponderous fashion. From the huge twin shafts, some two hundred feet in length, which whirl their twenty-three inch diameters of steel in never ending circles to the smallest bolts which stick firmly to their jobs, everything gives the impression of system and of power.

Everything which is not run by steam is run by electricity. The switchboard is a mammoth affair which could associate on equal terms with that of any great manufacturing plant. There is no doubt that the electric system is capable of furnishing considerably more light than will be used on this ship.

It would take in the neighborhood of twenty thousand trucks of largest size to haul the load that the engines of this ship are pushing through the ocean. Moreover, those engines are capable of transporting it at a speed of better than eighteen knots an hour.

The engine room crew consists of almost as many men as are found in an army battalion. These are all under the control of a quiet smooth-faced young man who graduated from Annapolis many, many years after Noah launched the Ark.

ANARCHY IN UKRAINIA

WASHINGTON, May 11th—Latest reports from Ukrainia are to the effect that the country is on the verge of anarchy. Interference by the Germans in the international affairs of the country is assigned as the reason for the turmoil which exists.

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(Continued on page 2)

Extra!

MESSAGE FROM SEC'Y DANIELS

SECRETARY OF NAVY SENDS WORD THROUGH THE HATCHET

By Special Rush Radio (6:00 P. M.)

WASHINGTON, D. C., May 12—Secretary of the Navy, Joseph Daniels, sends by radio through the medium of THE HATCHET, published aboard ship, the following message on Mother's Day to the sailors.

"Sunday, May 12th, having been selected for observance through nation as "Mother's Day," I know that every man in the Navy whose mother is still living will feel it a peculiar privilege to write a letter to her on that day and I am sure that all will join in a tribute to the sacrifice of the Mothers on that day, who have so signally proved their patriotism and devotion in this trying time."

Daniels, Secretary of the Navy.

SERMONETTES

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Vol. 3 Monday, May 13, 1918 Number 5

ALL RECORDS FOR "EXTRA" SMASHED

HEARST, PULITZER AND OCHS OUTCLASSED BY THE HATCHET

Hearst, Pulitzer and Ochs have been outclassed. More than this all newspaper records since the world's dim dawn have been smashed.

This remarkable achievement developed yesterday when THE HATCHET published the first mid-ocean extra ever known.

At 5:30 P. M. Sunday a radio message came to the Navy from Secretary Daniels. Exactly one hour and one minute after this message was received it had been decoded and read by the Captain, turned over to the Board of Editors, set up in type, proof read, a front page make over established and the first of many thousand copies were on their way to the sailors and troops.

One hour and one minute after the first flash came, the familiar call of "Extra" or "Wuxtry" was heard along all decks.

THE HATCHET has no desire to blow its own bugle. But it feels that as a matter of news the establishing of a world's record should be known. An extra in mid-ocean, a paper remade and reedited and distributed to several thousand readers in 61 minutes between two continents. This should be sufficient proof as to the place THE HATCHET holds in the journalism of all time.

"EXTRA" CREATES FURORE

Within two hours after the radio message on "Mother's Day" from Secretary Daniels had been received it had been read to many thousand sailors and troops by the Navy Chaplain.

The Secretary's message created intense enthusiasm among the men who immediately swarmed fore and aft to secure extra copies to mail back, with letters, to their mothers at home.

CABLE TO MABLE

Dere Mable

Not feelin well today so am sendin this instead of writin. Aint seasick. Just something the matter with stummick. Angus McDonald, skotch fello says thats me all over, Mable. I says its all over with me. Bright and funny to the last. Eh, Mable. Guess well all be sunk soon now. Itll be a change to have somethin goin down. I cant say any more cause this is costin me 1 dollar ($1) a word. Wouldnt have said this much but I borrowed the money from Joe Loomis. Hed have spent it for somethin foolish anyhow.

Yours through all ups and downs,
Bill.

ITALIANS STORM HEIGHTS

ROME, May 13:—Monte Corno has been stormed and taken by Italian troops. This well defended height was captured only after a most brilliant and daring assault.

Thursday night, according to official statement issued by the War Office text, reads: In the Val Arsa after brisk fighting, light detachment of our infantry stormed the strongly organized height of Monte Corno, capturing about one hundred prisoners, two guns and four machine guns and some war supplies.

A TOAST AT SEA

To those who'll come this way again
When peace returns by dune and hill,
Who, having played the part of men,
Shall find the home fires burning still—
"Here's How!"

To those who'll no more come this way,
But who must find eternal sleep
Where France's lilies bend and sway,
Or Flander's flaming poppies creep—
"Here's How!"
Drink deep
"Here's How."

ANOTHER GERMAN ASSAULT BROKEN

FRENCH COUNTER ATTACK BREAKS UP HUN DRIVE

PARIS, May 13.—Another German assault has been thrown back, and apparently the enemy has not yet found a place that will yield to his blows.

To-night's official report says:—After a very violent artillery preparation, the Germans, with special assault troops, attacked this morning our positions at Boise la Caure, southwest of Mailly Rameval. Favored by mist, the enemy gained a footing in the northern part of the Wood, but was driven back by our troops by a brilliant counter attack, which completely re-established our line. The Germans suffered very heavy losses, and left in our hands about one hundred unwounded prisoners, fifteen machine guns and materiel.

This makes the third unsuccessful German raid of late, which seems to be fair proof that the enemy's morale was in no way increased by his recent heavy losses.

LONDON CHEERS KHAKI

LONDON, May 13:—A parade of 3,000 United States soldiers took London by storm today and filled the streets with immense crowds. The marching Americans circled the heart of the city to martial music and were given a wonderful reception. They were also reviewed and praised by both the king and queen.

SUNDAY AT SEA

No less than five different services, from song to sermonettes, were greeted by more than 3000 of the soldiers and sailors on their first Sunday at sea.

Beginning at 11 a. m. and extending at intervals to 9:30 p. m. the men drew their Sunday's inspiration from three fine sermonettes and two song services of unusual merit, given by the best voices of the troops. The ship at sea can take care of its own from Sabbath services to submarine smashing.

EDITORIAL

THINK IT OVER

We are on our way to the Promised Land—a land flowing with gore and shrapnel.

But we are on our way to learn—not to teach; to fight—not to talk; to see—not to show.

Remembering as we roll along that the big head makes the best target and the only talk that counts is the voice of the guns.

This is the Results League—where nothing else matters. In the briny interim we might just as well stick this under our tin helmets and let it sink in.

LINES TO LOOKOUTS

O, Lookouts in the crow's nest
Or where the Port deck leans
Who fix your hopes on periscopes
Or look for submarines—

If you spot a torpedo's trail
Beyond the slightest doubt,
Report it to THE HATCHET and
We'll get an extra out.

HE KNEW SOMETHING

One of the dusky-hued leaguers was hustling on his way in the general direction of the hold. He had just completed his daily Abandon-the-Ship calisthenics.

"Where you bin to, nigger?" queried a fellow trooper on the way up. The reply was short but to the point—

"To the drownin' drill."

FROM MABLE TO BILL

Every ocean-going soul aboard this ship has read Bill's letters to Mabel. They have all been replete with that variety which is said to make up the spice of life. But no one has yet had a chance to read Mabel's reply to Bill. Mabel certainly deserves her chance to be heard—or read.

With this thought in view THE HATCHET will award a handsome prize for the best reply in twenty lines or less, from Mabel to Bill. Write early and avoid the rush.

THE BULLETIN BOARD

1. Position as major open for the second lieutenant who camouflaged a deck of Bicycle Playing Cards to represent a Manual of Interior Guard Duty.

BIG DRIVE WAITS

LONDON, May 13 (Official Report).—The big drive still waits. The expected Hun assault is still hanging back.

Field Marshal Haig's official report to-night says:—A raid attempted by the enemy in the neighborhood of Neuville Vetasse was repulsed. There is nothing further of interest to report. The statement issued to-day follows:—French troops advanced their line slightly yesterday evening east of Locre and captured several prisoners. We carried out successful raids during the night west of Merville and brought back a few prisoners and machine guns. A raid attempted by the enemy east of Ypres was stopped by our fire.

WOMAN'S PAGE

ADVICE TO THE LOVELORN

By BEATRICE BAREBACK

Dear Miss Bareback:-

The censor reads my letters to my girl, what do you think I can do about it?

Ira Sponsible

Dear Ira:

The censor who reads your letters is either highly paid or crazy. Perhaps both. While he can't be turned, maybe through seasickness and your letters, his stomach can.

B. B.

Dear Miss Bareback:-

1. Do you think a woman means what she says?

2. Can a woman make up her own mind?

Herman J. Apple

H. J. A:-

1. Yes and No.

2. No, but she can make up her face and any man's mind.

B. B.

UNINTERESTING FACTS

Trousers are worn wider at the bottom in the navy than in the army.

Gold braid cannot be obtained at the canteen.

The bow of the boat is invariably found near the front end.

No good sailor ever pushes on a rope.

A sea-dog is not always a water-spaniel.

Nothing personal is meant when a sailor standing near an unwell soldier says "Heave-ho."

THE WAR SITUATION

(By Our Own Expert)

The western front is quiet while Germans prepare roads for next drive. All reports indicate that this will be towards Berlin in high gear. The Fourth Army has been forced to retire because of illness of Crown Prince with a boil on his neck. The Germans now have 128 divisions on the western front. There are 28 Dummkopf divisions (of the class of 1860); 73 Kinderrotten divisions (class of 1930); 4 divisions of Gesundheits (composed of indigent washwomen) and 15 divisions composed entirely of Umlauts.

On the eastern front the situation is unchanged. General Kominoff has lost Kpants again. In a terriffic battle near Uglug the Cossacks claim to have annihilated the Hassocks who claim to have wiped out the Cossacks. The O'Tooles claim to have licked them both. Germany has signed a peace treaty with the Ukerfiends and the 27th Bavariankreams have been sent on to kill off the population and generally restore harmony. General Whizski is pushing toward Grog where the government supply of winter Samovars is reported to have been stored.

Shiploads of brown derbies are in transit in the Far East to relieve the suffering in Palestein.

SPORTING NOTES

Berlin is still leading the league; but Cincinnati and St. Louis have done this before in May.

A maxim the Kaiser should have remembered—"Before cracking anything, be sure of your terminal facilities."

WANT AD. DEPARTMENT

WANTED—A life preserver that can make 16 knots an hour and that will bark at the fish. Address Editor, 59, 60, 159, 169, 178, 185 inclusive.

LOST—Seven goats. Finder will please return to second lieutenants assigned as berth officers Somewhere in Africa, section F, and receive reward.

WANTED—Steady job in first life boat lowered from ship's side. Good references. Well qualified as fast starter. Will guarantee to report promptly. Address, Everybody on board.

THE HATCHET

Published On The High Seas

Vol. 3 Tuesday, May 14, 1918 Number 6

SHIP'S HOSPITAL IS MODEL PLANT

HAS EVERY FACILITY IN MEN AND MATERIAL

If you have measles confined in your system which are determined to break out; if you are planning to have a swell time with the mumps; if your appendix wishes to sever diplomatic relations with that part of your anatomy to which it is officially attached; attend to the matter before you leave the ship.

This vessel has a hospital as perfectly equipped as any like establishment on shore. It has its various wards, its dispensary, its X ray machine, its laboratory, its dressing and its operating rooms.

It has its nurses who have learned their profession in such schools as the Rockefeller Institute, the City Hospital of New York, and many equally famous institutions. Even in the well equipped Navy the ship stands out for its hospital facilities.

It has as its chief medical officer a genial gentleman who has grown stout in the sunshine of his own Celtic nature.

The men and the material of this hospital lead THE HATCHET to offer this as a motto to its readers:—

If you are going to be ill, do it now.

AFTER THE LOAFERS

ALBANY, May 13.—Governor Whitman to-day signed the Robertson anti-loafer bill. This bill provides that all able-bodied males between eighteen and fifty years must be regularly employed in some useful business, profession or occupation until the termination of the war with Germany.

SIX DEAD IN STORM

HARRISBURG, Ill., May 13th—Six persons are reported fatally injured and many less seriously hurt in a hurricane which swept this section of Illinois late yesterday.

TAKE NOTICE!

Beginning at noon Wednesday, each person on board must have his life preserver and filled canteen with him, and must be completely dressed at all times day and night until we anchor.

They should stay on deck as much as practicable, and each one should consider himself a lookout and report anything and everything sighted via the nearest lookout station.

No precaution, however small it may seem, must be neglected.

All music is prohibited, whether band, piano or victrola, and there must be no unnecessary or loud noises.

The Captain.

LETTERS TO MABLE

Dere Mable

No land yet. If wed been goin in a straight line wed have passed N. Y. twice by this time, I suppose theyll keep us goin round in circles like this till the wars over. Joe Loomis says its three thousand (3000) miles across. Thats silly though It aint as far as that from N. Y. to Chickawgo.

My room is way down stairs in the sub cellar. All there is between me and the bottom of the sea is the floor. If theyd stuck me down any further it wouldnt have been such a long drop at that. Each fello has a little blue padded straight jacket to wear while hes sinking. There awful heavy. I guess there to keep us warm while were drownin. Joe Loomis says there to pull us down quick sos we dont suffer. The Captin says today that when we sink all men gets into rowboats and the officers hangs onto rafts. Theres something wrong some where. I been lookin over the row boats to see whats the matter with them.

They got a lot of scotch fellos on board. I dont know where they came from. Joe Angus says they aint pure cause they dont wear ribons on their bonnets an do wear

(Continued on page 2)

AIRMEN HELP BLOCK HARBOR

ENEMY BUSY SHELLING POSITIONS OF ITALIANS

LONDON, May 13.—British airmen on Sunday effectually completed the job of blocking the German submarine base at Ostend. Bombs were dropped at the entrance to the harbor, some of which hit and sent to the bottom a German vessel. This vessel settled between two obsolete ones which had previously been sunk, completely blocking the entrance to the harbor.

Reports from our front state that a violent artillery fire was directed on several sectors by the enemy during the night.

ENEMY OFFICIALS CONFER

PARIS, May 13.—High representatives of the Austrian government are in conference with German officials. Emperor Charles of Austria together with Burian, the Austrian Foreign Minister, has joined Count Von Hertling, the German Chancellor, and Dr. Von Kuhlmann, the German Foreign Minister, at German headquarters.

A report on the Balkan situation states that the Teutonic Allies on the Macedonian front have been delivering a terrific artillery fire on positions of the Italian troops in the Monastir sector.

KEEP DOLLAR AT PAR

WASHINGTON,May13th—TheSenate this afternoon adopted a resolution calling on the Secretary of the Treasury to inform congress what steps have been taken to keep the American dollar at par in neutral countries.

Half an ounce per week is the butter ration allowed the civilian population of Germany.

When they recruit clergymen in the aviation corps, are they sky pilots or birds of pray?

EDITORIAL

Your berth space may not be any too expansive but at least it's a trifle drier than the purling ocean just outside. You may not be getting all the fresh air in the world, but you are inhaling a trifle more than you could draw in at the bottom of that well known Atlantic. While this war isn't exactly a rip-roaring farce or a hilarious revel, it has its good points. Once you land Over There it will keep you out in the open air, for a spell at least.

NOTICE TO GUESTS

The management calls the attention of the guests to the life preservers placed in every room. They are made from the bark of a rare old sea dog. During a recent test one of these preservers was worn during a heavy rain storm. The unfortunate occupant immediately rose several hundred feet in the air. While there the rain ceased suddenly. He would undoubtedly have been killed if he had not happened to sneeze violently into the collar after which he settled comfortably into the ocean

CENSOR OR NON-CENSOR

Mother:

We are in —. I'll bet that's a relief. We leave — for —. Last week our company captured 40 —. I must tell you about —. The poor fellow was — — in the —. I know this will make you very sad. We all — him so well. I am — but the doctor says — —. So don't Tell Father — —. This is important. I never received — but I did receive —. Remember me to ——.

Your — — ,

OLD SUBSCRIBER COMPLAINS

To the Editor of THE HATCHET:

Sir—As an old subscriber to your paper, I desire to enter a strong protest over your handling of the submarine question. In my opinion the submarine is a public menace and pest and should be so treated. It deserves the severest editorial condemnation. Unless there is an improvement in your handling of this situation editorially I shall cancel my subscription.

Old Subscriber.

BASEBALL SCORES

AMERICAN LEAGUE

Washington		Cleveland	Rain
Boston	7	St. Louis	5
New York	3	Detroit	2
Philadelphia	6	Chicago	4

NATIONAL LEAGUE

Pittsburg		New York	Rain
Chicago	10	Boston	2
Cincinnati	7	Brooklyn	5
St. Louis	3	Phila. 3.	Ten innings.

NEW BOOK FOR OFFICERS

The Art of Handling Men is a new book just published and recommended to every young officer bound for Overseas Service. On sale at all bananna stands. Written by Professor I. Scratch after 20 years experience in Fleishman's Turkish Baths, New York.

"WATER, WATER, EVERYWHERE"

"Water, water, everywhere"
As Mr. Coleridge wrote;
"Water, water, everywhere"—
To carry on the quote;
"Water, water, everywhere"—
There should be something more,
But I will never think of it
Until we reach the shore.

LETTERS TO MABLE

(Continued)

pants. But Angus aint got no call to talk about pure skots.

We all got issued tin hats before we left I guess they'll give us sheet iron underclose next. It takes a long time to wear a tin hat without hurtin yourself. If you move quick it slides down over your eyes aud bursts you in the nose. Thats why they charge in a walk i guess. They got muskito nettin inside sos it wont hurt your head. If you take that out it makes a good wash basin or a mess kit. Joe Loomis and Angus got arguin yesterday, Joe clamin that they was no good and Angus clamin that you couldnt hurt a guy what had one on. Angus got so sore he bet a quarter. To decide it Joe put on his hat and let Angus hit him on the bean with a piece of lead pipe. Joe always was lucky. He won the quarter an now hes livin on A deck where the hospital is. An the Dr. says he aint got a chance of dyin which is more than most of us can say. I guess theyll sink us today. I got to quit now.

Yours till the third time down,

Bill.

WOMAN'S PAGE

ADVICE TO THE LOVELORN

By BEATRICE BAREBACK

Dear Miss Bareback;

I am naturally friendly but there is something about me which fails to attract. What can I do? I enclose photograph. Peter J. Rockymug.

P. J. R.:

After examining your photograph I suggest that in order to increase your charm you endeavor to get shot in the face. B. B.

Dear Miss Bareback:

I am in love with a young girl but have no money and her father is a German millionaire. What shall I do?

George W. Simple.

G. W. S.:

Be sure he makes a will in her favor and then shoot him. This is war.

B. B.

TROOP SURGEON'S MESSAGE

"Skeletonized"

Efficiency is the vital necessity, hence,-

1. Bathe at least every other day.
2. Keep clothing, quarters and self CLEAN.
3. Eat only at mess.
4. DIRT IS MERELY MATTER OUT OF PLACE, hence, Don't spit on the ship, the crew, the officers, nor your comrades.

DON'T scatter rubbish. There's a "Right" place for both.

DON'T BE DIRTY.

5. Any one UN-TYPHOIDED, or UN-VACCINATED must report at once thru his commanding officer and be PROTECTED. More men are dying from disease than from wounds. Therefore------.
6. GET ON YOUR JOB: SAVE YOURSELF.

PARODY ON LIBERTY BELL

By Our Ship's Songster.

(To be sung to-night.)

Liberty Card, when we get home again!
Liberty Card, you'll soon be used again.
When we get into the slip—
You'll take me off of the ship;
For Liberty I will rate, and out through the gate I'll go
Back home to Mother.
Liberty Card, you're sure a welcome sight;
Liberty Card, when the Bugle calls, one and all,
And though it's true, we don't see much of you,
Don't forget, the Gobs all welcome you.
Liberty Card, you'll soon be used again.

THE HATCHET

Published On The High Seas

Vol. 3 | Wednesday, May 15, 1918 | Number 7

SHIP'S FUN HAS NEVER LAGGED

THOUSANDS HAVE BEEN CHEERED BY DAILY PROGRAM ABOARD

A vote upon the two most popular spots on the ship would undoubtedly result in the unanimous selection of the After Hatch and the Main Mess Hall. Day after day, thousands have congregated from noon until mess time on the after decks, occupying every permissible space, to watch the contestants on the grappling mat and pugilistic arena. Like the contributors to THE HATCHET, these popular heroes must go unnamed, but their identity has become far more widely known. THE HATCHET wishes to add its plaudits to those of the multitude.

Hearst, Pulitzer, and Ochs might well take notice of the record time in which the recent Extra was published, but Shubert, Belasco and Keith might travel far to sign up the men whose musical and entertaining talent have made the evening hours pass delightfully for "houses" that would fill any Broadway theatre. The programmes have been as varied as vaudeville, grand opera, Sunday songs, lecture on the Front, and addresses by the ship's captain and the commander of troops. As for the band, since its first appearance, it has won a public to whose appreciation no word need be added.

BASEBALL SCORES

NATIONAL LEAGUE

Phila	5	St Louis	4
Boston	5	Chicago	0
New York	3	Pittsburg	2
Cincin 2	Brook 1	Ten innings	

AMERICAN LEAGUE

Chicago	3	Philadelphia	0
Cleveland	4	Washington	2
Boston	St. Louis	Rain	
New York	Detroit	Rain	

LETTERS TO MABLE

Dere Mable

Were in the same place we was yesterday. Id know it now with my eyes shut. It looks like we was moving but Joe Loomis says thats just the water going past the boats. A fello told me we was in the Gulf stream. If we are its some creek cause you cant see no banks.

We been on four days now. Im beginning to feel like the Ainshunt Mourner. We lie round on the floor of one of the lower piazzas all day and read books from the library. Most of em is about the lives of fellos whats dead. That aint right for a bunch what expects to be with em any minute

Once a day we go up on one of the upper piazzas to exercise. A fello might as well try to swing indiun clubs on the five o'clock subway. The only exercise you can do without knocking off the head of the fello next to you is eyes right and eyes left.

The Captin is always talking about goin below. Seein how we all may any minit, it aint no time for jokin about it. He says to me yesterday "Smith, fix me up a list of spaces for all my men down below." Aint that the Captin all over, Mable. He wont be satisfied till he has em all tagged an numbered and doing squads east and west in Davy Jones Lockup.

Joe Loomis has his girls picture pasted on the back of his tin lookin glass. He lies on his bunk all day gapin at it. Some fellos makes awful asses of themselves about there girls. Angus McDonald, the Skotch fello, had the mirror shaving the other day. It swung round while he wasn't lookin and when he looked in it again he got an awful start.

They havnt sunk us yet. I guess there just fooling with us. Perhaps it will happen today. Dont worry though.

Yours till you here otherwise,

Bill.

ENEMY LEADERS SEAL COMPACT

HEAVY ARTILLERY FIRE ON BRITISH POSITIONS

GENEVA, May 14.—A semi-official statement received here from Vienna says that Emperor Charles and the Kaiser have reached an agreement on the enlargement of the consolidation in the present alliance between the two empires. It also says that political and military questions and the future relations of the two powers were discussed at the conference at the German Great Headquarters.

Advices from Strassburg are to the effect that King Ludwig of Bavaria has left for the German Great Headquarters.

LONDON, May 14.—Violent artillery bombardments of British positions in the sectors of the Somme and Ancre rivers are being kept up almost without cessation. Our troops carried out a successful raid on a German trench near Robecq, capturing several prisoners. West of Merville, an attempted raid by the Germans was successfully frustrated.

Paris reports that successful patrol operations were carried out by the French on the Picardy and Meuse river fronts. These raids resulted in the capture of quite a few German prisoners.

PITTSBURG, May 14.—Neville Island in the Ohio River near this city has been selected as the site of an enormous ordnance depot to be constructed for the War Department by the United States Steel Corporation. Work on this depot is expected to start shortly.

EXPRESS TRAIN WRECKED

ALBANY, May 14.—Four persons were killed and twenty seriously wounded as a result of the derailment of the Buffalo Express on the New York Central railroad at Schoback Landing shortly before midnight last night.

TO OUR READERS

(Adv.)

Your kind attention for just one fluttering moment—

THE HATCHET is something more than a will-o'-the-wisp of the sea. It is an institution of the broad highway between America and Europe—not the Atlantic Monthly but the Atlantic Daily.

It is to be the one historical document of the Transport Service of America in the world's greatest war.

For when the war is over, THE HATCHET will be bound, complete, in one volume, to include not only the entire printed matter used through the war, but also an official record of all navy and army officers aboard, all units from detachments to regiments and all other data of the many voyages across that will be of abiding interest later on.

These bound volumes will be sold where the receipts will go as a Navy fund to the widows and children of those lost at sea in the service of their ship and country.

So remember as you read THE HATCHET today you are perusing history.

SHIP'S PESTS

The party who owns a Cape Cod dory and is never sick on the water.

The party who is always just about to be sick.

The party who thinks the promenade deck is a Sheepshead Bay race track.

The party who starts at 2 p. m. trying to find if the smoking lamp is out.

The party with the medicine ball who thinks your head is a home plate.

The party who can and will tell you just where we are and why.

The party who always enquires "If the paper is coming out to-day."

The party who spits to windward.

The party who makes out the duty details.

The party with the inside stuff.

POINTED PARAGRAPHS

(By Our Own Pointed Paragrapher)

A magician can get most anything out of a silk hat but brains.

It takes a long time to say good-bye when all your friends are bartenders.

Liberty Bonds are a good buy for you and a good bye for the Kaiser.

EDITORIAL

A number of Gentle Readers have written to THE HATCHET desiring to know when the war will end.

This is one of the simplest queries we have ever received, so we take extreme pleasure in giving a plain, unadorned direct reply.

The war will end on the day when Germany is licked. Absolutely ! !

IT SUTTINLY IS

One of the dusky-hued troopers stood looking out to sea, apparently entranced.

There the ocean rolled on its way to France, a thing of everlasting splendor and beauty, gray, blue, gold and green in the gathering dusk.

An officer approaching, seeing the entranced look, wondered what picture of magic and majesty had been called to the dusky trooper's vision; something, undoubtedly, that would bring forth burning words of praise; perhaps an epic in dialect.

"Well, George, what do you think of our little ocean with its green and gold and blue?"

The answer was a trifle unexpected.

"It suttinly is flat."

THE DRY LAND

It may be, as we've all been told,
The sea is three-fourths of the earth;
But as I stagger through the hold
Or loiter in my compact berth,
An acre field, of hills and hollers,
Would look like seven million dollars.

The sea is wide—the sea is deep—
A mighty and a massive sight;
And as the rolling breakers sweep
You'll get an eyefull, day or night;
The sea is endless, great and grand—
But, O you little old dry land!

LINES TO A SUBMARINE

I do not mind the cannon's roar
Nor yet the crashing shell;
And shrapnel never bothers me,
If I am feeling well.

I'll take my chance upon the land
With all the other men,
But killing time with foolish fish
Is something else again.

THE BULLETIN BOARD

1. In the event of the ship going down on this voyage it will be of interest to Company Commanders to learn that while the men are in the water there will be no close order drill nor inspection. All other business will be carried on as usual.

2. For the benefit of those soldiers who do not understand the rule regarding throwing cigarettes overboard, it is explained that the Germans have trained snipe-pickers following all troop ships in fast hydroplanes. Germany is starving for tobacco and the stubs are used to flavor their alfalfa substitute. Eat the hickey.

MABEL TO BILL

Dearest William:

Your letter received and contents noted. Through Spiritual Channels you have been with me ever since the momentous day we parted, and all I can say is, "May God in His infinite mercy watch over and take care of you, until you have been delivered, safely into my arms."

Ever Thine,
Mabel.

P. S.—Bill,

Am going around with a new swell John and he writ this fer me. It'll make the fellers think Im a swell dame when you show it to them. Tear off this p. s. part. What's the matter are you broke? You dont put no more stamps on your letters. Rite again.

Yours as long as you stay away,
Mabel.

WOMAN'S PAGE

ADVICE TO THE LOVELORN

By BEATRICE BAREBACK

Dear Miss Bareback:—

I am twenty-one and in love with a young girl of fifty. Considering the difference in our ages, what advice would you give me?

I. M. Possible.

I. M. P.—Put yourself in charge of a cross red nurse.

B. B.

Dear Miss Bareback:—

I am engaged to a snake-charmer. She wishes to give me a pet rattlesnake to wear my identification tags on. What would you do? Julius Oilcan.

J. O.—I wouldn't. B. B.

THE HATCHET

Published On The High Seas

Vol. 3 Thursday, May 16, 1918 Number 8

SUN AND STARS AIDS TO SHIP

BOTH USED BY NAVIGATOR IN LOCATING POSITION AT SEA

Artillerymen have aiming points and deflections to grapple with but the Navigator of a ship goes even further in locating his position at sea.

You and I may not know where this ship now is but you can gamble your ultimate kopeck that the Navigator does to the cubic foot.

How? Simple enough—if you happen to be steeped in astronomy, trigonometry and seven or ten other affairs of kindred nature.

Having once left harbor and plotted his course, the method most often employed to locate a position is the use of two heavenly bodies where the measured angle is 45 or 90 degrees. The sun, measured above the horizon, is another method, showing what the drift has been from the plotted course. In case the sky is overcast the Navigator must depend upon his chosen direction and the known speed of the ship.

Observations involving the use of stars are found to be best at the two twilights —the twilight of dawn and of dusk where it is easier to find two distinct luminaries by which to measure the desired angle of position.

As a rule these observations are made at dawn, at 8 a. m., at noon, at 4 p. m. and at dusk. An efficient Navigator has to be John J. Mathematics himself for the above is only a brief indication as to the use made of the sun and stars in locating an exact position at sea.

THEN AND NOW

We ran across an old history today where this line was used in regard to the war of 1812—"A fleet of fifty vessels was used to carry 7,000 troops up the Gulf." We'll let you fill in the rest of it regarding troop transportation 106 years later.

LETTERS TO MABLE

Dere Mable:

I feel the same way the Knights of Columbus must have felt when they was discovering North Amerika. Just sailing round in circles and wishin they had never left N. Y. Were goin through an awful bumpy part of the ocean now. Joe Loomis says theres a lot of traffic through here and these big boats cuts it all up. Thats how ignorant that fello is Mable. Its gettin colder all the time to. I wouldnt be surprised if we had got turned north by mistake and would land up in Labrador or something.

One of the boat officers is called the Executioner Officer. Every day most he comes round and says its half an hour earlier than it is. Thats the way those fellos use there awthority. Nobody dasnt contradict them. I guess thats the way these boats make records so offen, Mable. When they see they aint goin to make a record they just shove the clock back. Id go over in nothin if I was the Captin and get it over with quick. I wish I could have made contracks like that when I was home. If a fello came to me an says "Your contrack is up today" Id just look at him an say "You must be mistaken. This is yesterday." Joe Loomis has it figured out that if we keep on losing time well get there last winter.

Angus McDonald, the Skotch fello, says theres no danger in that though, cause if they ever find themselves workin back towards last pay day theyll go ahead for a while.

Angus says that every time they set us back half an hour the government skins every man out of pretty near a nickul. It aint the money, Mable. A nickul never meant nothin to me one way or the other as you ought to know better than any one. Isnt it a cheap way to Whoverize though?

Joe says that if it keeps on bein as cold

(Continued)

ENEMY RESERVES ARE MERE BOYS

YOUTHFUL TROOPS SUFFER DREADFUL LOSSES

LONDON, May 15—The Daily Mail correspondent in France says "Surrender of forty-eight Germans in an unsuccessful attack between the Ancre and the Somme on the mornings of May 14th and 15th tends to confirm what has been said about defective fighting quality of the young German recruits with which so many of their regiments have been largely filled up. We are capturing now some boys of the 1919 class. Their ages average eighteen years nine months.

Need for more drafts has been demonstrated in every fresh day's fighting. Last week one company of the 239th reserve infantry regiment lost fifty-five out of seventy-five men with which it started the week. After the battle on May 8th, it was found that the Vierstraadt fifth company of the 240th reserve infantry regiment had twelve men left out of eighty-five. The Tenth Company lost sixty out of one hundred and forty. Another company of this reserve regiment was practically wiped out to use an expression of the prisoners, by reason of having their own guns turned onto them, and by our artillery rifle fire as they came. On the night of May 4th, the third battalion had many casualties from our shells. Altogether these reservists have had a bad time and need large drafts to bring them up to anything like strength.

It is clearer now that we did smother an intended attack in the neighborhood of Kemmel on May 5th, and also prevented full development of operations planned for May 8th, when we first lost and then recaptured Ridge Wood. There seems to have been something intended on May 11th which was frustrated by our guns.

EDITORIAL

There are just one or two things to remember in case you are suddenly called upon to escort a life raft into the water. The first thing, of course, is to keep your feet dry. This is essential.

The next detail is to have on dry underclothing at all times while attached to the raft.

In case you are adrift with the raft for over 24 hours you should also bathe at least once.

Don't eat too much meat; don't drink too much scotch whiskey and don't smoke too many cigarettes.

Follow these simple rules and the experience will not be totally unpleasant, annoying though it be at times.

LETTERS TO MABLE

(Continued)

as this he aint goin to get off when they sink us. He says he rather stay down in the bedrooms and be drowned than get all wet with that ice water an then have a cold for the rest of the war.

Well Mable I got to quit now. A fighter needs a lot of sleep.

Yours till the war ends,

Bill.

AT SEA

An old time lane you know,
And Spring again, back home;
Low winds that seem to blow
Lost dreams across the foam.

Dim eyes thst look to sea,
Far voices that still call,
Oh Boy—take it from me—
Old Sherman said it all.

SHIP'S PESTS

The mutt just across the table from you who gulps down a full meal, from soup through corn beef hash, when even a cup of coffee is repugnant to you.

The Look Out who comes in at 2 or 3 A. M. and wakes up the hard working journalist who has just emitted a number of deathless lines.

The fat head who steps up and suggests that "the old boat is rocking a bit, after all."

THE HATCHET'S MOTTO

If they don't like THE HATCHET, give 'em The Axe.

LOG OF THE PUP

—day: Great day out today. Had a run through the park. Made many new acquaintances, as per usual.

—day: Transfer of ownership. I become a sailor. Trouble starts. I am denied admission to the Hudson tunnels, and spend the night in a hotel.

—day: Make the ship all right, but it makes no hit with me. Take a run-out and the cops are called in to locate me.

—day: Back on board again. Guess it means making the best of a cramped situation.

—day: Am becoming puzzled. Much talk of sea dogs, but haven't seen any of them yet. One cat aboard but it seems a shame to pick on it. Such a lazy good-natured old sport.

—day: Gee but this is an unsociable crowd. Tried to join a young lieutenant in giving physical drill today, but apparently my commands conflicted, or else he didn't like my voice. Ordered off deck.

—day: Got even in a way this afternoon and tonight. Hid away and had a big patrol looking for me. Guess they thought I had gone AWOL. The laugh is on them.

—day: Oh, horrors! Hear I am to be interviewed by one of the pesky reporters for THE HATCHET. Guess I'll vamoose again.

Connie, the Pup.

OUR TRIP

We've left our shores behind us
For a trip across the sea
We've left our cares behind us
In our land of liberty.
We've visions of dark submarines
A-snooping 'round our ship,
We hear of storms and other things
To scare us on our trip.
But we just laugh and look at him
Who spreads these rumors round
The sea is calm—and anyone
Says 'tisn't, isn't sound.
And if a storm or monster
Spreads us o'er the universe,
We'll still be gay, and smile and say,
It might have been much worse.

JOKE DEPARTMENT

What trees bear fruit without blossoming.?

The axle tree of a fruit wagon.

WOMAN'S PAGE

BEAUTY HINTS

By LILLIAN BUSSELL

For the Complexion: Put two gallons of whale milk in a pint can. Add the juice of two Ostrich eggs and churn till your arm is tired. Apply with a Broadway sponge.

H. I. Y. There is only one way of curing pimples. Hold the pimple over a hot fire till it comes to a boil. After this take the boil to a doctor.

S. E. K. The proper way to treat a Roman nose is to grasp the end of the beak confidently with the left hand and pound the curvature boldly with a pair of brass knuckles held firmly in the right hand. During the treatment recite "Horatius at the Bridge."

HUNS UP TO OLD TRICKS

LONDON, May 15.—That Germany at peace is no different from Germany at war, is evident from her utter disregard of treaties in connection with Russia. In spite of repeated protests from the Soviet Government, violation of the Crimea continues, though it is an integral part of the Russian Republic, and comes under the Brest Peace Treaties. Count Mirbach, May 3rd, answering these protests, fell back on the excuse that it was his duty as in the invasion of Belgium. That is, he said that the Crimea has been violated on the ground of military necessity. Outraged Belgium was offered compensation in the future. So Crimea is made subject of enemy promises that the principle of self determination would be applied to her, a promise, as Russians point out, that is rendered illusory by German occupation.

A CONFESSION

I've never seen a submarine,
And what is even more,
I hope I never see one till
I'm standing on the shore.

I've never been a hero yet,
And, where the crowds salaam,
I hope I never get the chance
To show how brave I am.

THE HATCHET

Published On The High Seas

Vol. 3. Friday, May 17, 1918 Number 9

GERMAN DIARY FOUND ON SHIP

EARLY RECORDS OF WAR AS CHRONICLED BY A HUN

An interesting bit of war literature was brought to light yesterday when one of the crew brought to THE HATCHET office a scrap of paper which had been fished out of a dark corner back of a locker near his quarters. The sheet was evidently from the ship's stationery which was used before the war and was so headed. All four pages were filled with a fine handwriting but only a few letters were familiar. The paper was at once placed in the hands of THE HATCHET'S staff translator who pronounced it an account, written in German script, of the events that occurred during the first days of the War in 1914. It was evidently written by someone of the ship's crew, possibly begun while the ship was at sea on the way to America and continued for several weeks after it had been interned.

A translation of the complete contents is too extensive to be published here but THE HATCHET is sharp enough to carve out a few of the best known events of those stirring times:

"Account of our Troops
from the first to the twenty-
sixth of August."

Aug. 1—The Kaiser ordered the mobilization of the German army and fleet.

Aug. 2.—Mobilization of Russian troops undertaken in German territory. Germany declares war on Russia.

Aug. 3.—Because of the outbreak of popular opinion through France, Germany breaks off its relations. * * *

Aug. 4.—The German Reichstag passes a war credit of five milliard marks. Great Britian declares that Germany is responsible for the war because of its invasion of Belgium. * * * *

Aug. 10.—Three French divisions drawn up at Muhlhousen were thrown back to

(Continhed on page 2)

LETTERS TO MABLE

Dere Mable:

Somebodys rockin the boat. Its been rollin round something awful all mornin. Theres always some fool like that in every crowd. I aint said nothin but me an Angus McDonald, the Skotch fello, is watchin. When we catch him you bet well give him whats what.

While we was snoopin round we just discovered something awful. All the life rafts what the officers ride on when we sink is full of holes. The water would come right through. As soon as we find the fello whats rockin the boat were goin to tell the Captin. Angus says perhaps hell make us officers or let us sleep late or something. A fello told me they threw these rafts over the side when the ship was sinkin. As far as I can see if a fello is lucky enough to get off the old tub they fling one of these on his bean. Im going to wear my tin hat you bet.

They got a bunch of ropes hanging with knots on em along the sides from the top floor down to the water. A fello told me they was to climb down when all the row boats was gone. Some fellos is in an awful hurry to get drownded. If their bound to crown me with a seaweed wreath Im going to keep em waitin as long as I can. The fello what hung em must have had arms like a munkey cause there hangin about six feet from the side.

These Germans must have been awful tanks, Mable. They got one whole floor they call saloon deck. Of course the saloons is gone now. When they made the ship over they had to get rid of all the luxuries to make room. They got the bars out of the saloons and the officers eat there.

A fello came down stairs the other night an told us about the war. He said we was all comin over to fight to make the world safe for the Democrats. If thats the case then Mable your father must be an ailin enemy.

Well Mable, they tell us that if we aint

(Continued on page 2)

FRENCH MAKE TACTICAL GAINS

SEIZE AND HOLD IMPORTANT POINTS AROUND KEMMEL

LONDON, May 16.—A military correspondent of the British wireless service writes that in maneuvering for local advantages, which makes up fighting at present, the French have scored further two points in the tactical situation. Advancing their line north of Kemmel village, they seem to have brought to a finish minor fighting which has been going on for control of Hill No. 44. This small eminence is no more than a tongue of the ridge jutting westward from the general mass, on which are situated Vierstadt and Ridgewood further to the east and northeast.

As a tactical position above the muddy flats, it's value is great. By securing it the French have frustrated the enemy attempt to obtain unimpeded observation directly northward through Deckebrusch and over the level country north of Mount Des Cats. The ability of the Allies to react in this area offers an excellent idea of their strength.

The Germans have shown themselves extremely anxious to secure all points of tactical advantage from Ridge Wood to Locre, first to give themselves the best possible chances for future attack, and secondly, to secure their rear services from constant harassing dealt out by Allied artillery well served from such observation positions. Nevertheless their local efforts to secure these advantages have been consistently unsuccessful.

Another point where the French improved their positions was south of Hailles where a wood on the bank of the Avre was rushed and held. Both in defense and counter attack the enemy showed his anxiety to retain this point but the gain was maintained and the enemy suffered heavy casualties in his abortive reactions.

EDITORIAL

In Uncle Sam's domain we have all had it shown beyond any doubt for the last 30 years that TEAM play is the winning factor in all sport.

TEAM PLAY has been the slogan of our big elevens and our big leagues. TEAM PLAY is the slogan we must carry to France.

France has proved her glory, her greatness and her grandeur beyond all parallel.

Britain has proved the grit and courage of her bulldog breed.

We are going over as their comrades in arms to help them clean up a dirty job, remembering that France has buried nearly 2,000,000 men and that countless crosses tell the story of Britain's service and sacrifice.

The American officer or soldier who forgets all this, who fails to work both in spirit and in flesh with his Allies, is half a Hun.

Remember that you are going to a land red streaked and desolated by the greatest war of all the ages.

You are going among a people who have drunk deeper from the cup of bitterness than you will ever know.

Their ways may not be your ways, but what of that?

Get their viewpoint—learn their greatness—remember their tragedy—and prove, under the final test, the TEAM PLAY you have been taught from the day you first learned to throw a ball or buck a line.

Editors THE HATCHET:

Why should you pay so much attention to that sad dog, the Exec's Pup, when I am on board? I'll bet my nine lives there is politics in it somewhere. I ask an investigation.

The Ship's Cat.

LETTERS TO MABLE

(Continued)

sunk pretty soon were goin to get there. I guess then I wont be able to write you for a few days cause itll take me a little while to get settled in the trenches an get my dug out fixed up nice. I hope they give us a part of the line near the station cause I dont like those troop trains. Yours till I write again,

Bill.

ORDERS ON MAIL

In accordance with orders issued by the Troop Commander, all letters written by officers and men of this command will be left with the Board of Censors, who after censoring them will seal and mail the same.

No stamps are required on letters or cards and no postage due will be collected, if you put your name and organization in the upper left hand corner like a return address. This applies after you once pass the gang-plank of the ship and holds until the end of the war.

Men may leave their letters with the top sergeant of their unit who will promptly turn them over to the Board of Censors.

Letters mailed before disembarkation will doubtless return to the States on this ship.

GERMAN DIARY

(Continued from page 1)

Belfort by the German troops. * * *

Aug. 13.—The cruisers Goeben and Breslan engaged the enemy fleet out from Messine. * * * *

Aug. 15.—The Kaiser orders the calling out of the entire Landsturme. Mobilization is finished.

Aug. 16.—Departure of the Kaiser for the theatre of war. * * * *

Aug. 20.—Great attack of troops of all kinds in the battle between Metz and the Vosges begun on the 17th. * * * *

Aug. 25.—The city Namur and five forts were taken by the German troops. Great attack of the Austrians over the Russians at Krasnik.

Aug. 26.—General Field Marshal von der Goetz was appointed governor of the occupied Belgium; Namur completely occupied; Longvy taken; an attack upon the left wing of the army of the German Crown Prince thrown back; the advantage taken away from the French.

OVER HERE!

"Over There's" an ancient song,
One we used to know back home,
One that we've forgotten long
Driving onward through the foam.

"Over There's" a vanished tune,
Just a phantom of romance,
As we hear the engines croon
On the mighty road to France.

"Over There's" forgotten now,
Buried in another year,
As we gather at the prow
With the chorus "Over Here!"

THE LOG OF A SUB

Mon.—Captain opened box of cigars found on South African blubber boat. Forced to come to surface. Sighted Norwegian schooner. Immediately sank. Spent remainder of day hating blubber boats and Norwegians.

Tues.—Captain continues to smoke cigars. Crew forced to breakfast in gas masks. Finally compelled to rise. Smoke sighted due north. Captain discovered sealed orders to proceed due south. Traveled thus all day.

Wed.—Lay on surface all day celebrating Kaiser's birthday and personal bravery of crew. 50 gallons of beer and 100 gross pretzels consumed. Captain bestowed weekly decorations. Fishing smack sighted. Sank at once.

Thurs.—Narrow escape. About to come to surface when Captain looked through periscope. Smoke sighted immediately overhead. Sank immediately three miles. Smoke proved to be from Captain's cigar.

Fri.—Beer tanks low. Forced back to Zeebrugge for fuel. Ocean not what it used to be. No longer any privacy.

Sat.—Success at last. Two old men in dory playing pinochle discovered off Irish coast. Captain made speech to men arousing them to heroic frenzy. Dory sunk on 20th shot.

Sun.—Home at last. Rejoicing over success of trip. Spent the day hating everybody. Congratulatory telegram from Von Turpentine. "Good work. Sending dozen hogsheads O. D. beer. Fatherland must be preserved even if it has to be pickled."

WHO'S WHO ON BOARD

Capt. Avoir Du Pois, the noted Foreigner, to whom four life preservers have been apportioned, is of firy disposition as bcomes his lineage. He has been known to lick A. Cream Puff. His chief claim to distinction is his prominent advoirdupois.

UGH!

Little drops of water,
Moving in a bunch,
Make a mighty ocean—
And make us lose our lunch.

THE HATCHET

Published On The High Seas

Vol. 3 — Somewhere in France. — End of Vol.

L'Envoi

Now that our guests for the last few days are about to leave us, we wish to thank them for the fine weather and smooth seas which they must have brought with them in their desire to observe our motto: "We strive to please."

It may have been caused by reflex action on their part which the books on physiology tell us is an involuntary action due to inherent characteristics.

Be that (or either) as it may, we are inclined to think it was the latter, as all credit should go where it is due and the other causes for giving "credit slips" are too numerous to mention except one, the personality of the Colonel Commanding, which speaks volumes for himself as well as for our Alma Mater.

The Captain.

A SOLDIER'S SONG

When the burning thirst of the gods of Hate
Is quenched by their bloody wine;
When the Huns are hurled from the Western Gate
And harried beyond the Rhine;
When the flowers grow sweet where the crosses reign,
Set light in the crimson loam,
Then each will go back to his girl again
Where she waits for him there at home.
And we will not speak of the hell of war
As we sit with her, hand in hand;
But of only the things we knew before
And only the things we planned.
So peace shall rest in the place of care
And happiness banish pain
When we all come back from "over-there"
Back to our girls again.

Editors THE HATCHET:

I have read the interview attributed to me and wish to deny every bark of it. It is utterly untrue and so shocked my sensibilities that it made me violently ill. In fact I was as sick as a dog. I repudiate it absolutely.

The Exec's Pup.

As THE HATCHET has cut into the war so has the war cut into THE HATCHET. The (bow and) stern dictates of military necessity prevented the publication of the numbers which lie between this final number and the last previous issue. The copy for these issues, however, has been preserved and will be included in the compilation to be made after the dawn of peace.

LETTERS TO MABLE

Dere Mable:

I thought the fishes would be buildin nests in my ears long before I wrote this. What do you suppose has happened? I wont ever be able to look you in the face again. Were right near land and aint so much as seen a Perryskope. An here I been runnin round in my Drownin Jacket for seven days like a fello wearin his shroud down to his office a week before he dies. I hope you aint bragged too much about it or theyll have the laugh on you. I feel kind of cheap but you really cant blame me. I took these other fellos word for it.

I aint the only goat thats been wearin my Drowning Jacket round though. They all had to an most of them slept in them. The tailor what designed these must have been a boiler maker once. If there vests there too short and if there coats where is the sleeves? They got a hump runnin down the backbone. I know now how a horse feels when he tries to roll over. Besides the Jackets, they made us carry round a tin bottle of water on a string all the time. I suppose if there was not enough water to drown us all we could empty out these.

Were just a few miles off shore, but I cant tell you just where. This is partly because I dont know. Joe Loomis says were comin in to London, but Angus McDonald, the Skotch fello, says it aint London. He thinks its Paris. I dont think so though cause if it was youd see the Ethel Tower.

(Continued on page 2)

Au Revoir

It is a pleasure to be able to express the appreciation of the Troops aboard, of the Naval efficiency, intelligent co-operation, and uniform courtesy of the Captain and Crew who have so successfully conducted us through the perils of the sea, to safely land on the shores of our Companion-at-Arms.

Our thanks are due, for the dissemination of the world's news, to the working forces of that great uni-flow sheet, "THE HATCHET", special regard being given to the fact that contrary to precedent there remains a feeling of cordiality between its Editorial Staff and the Readers.

The log of our cruise makes appropriate a modification of the vow of four French Musketeers in the "Three Guardsmen", "The Army and Navy forever, one for both, and both for one—Our Country.

Troop Commander.

FRANCE!

There lies our goal!
The goal that called us from our dreams
Of softer years and singing streams—
To follow where the vanguard swings
Beneath the Eagle's guarding wings
And help pay back the ancient debt
To Rochambeau and Lafayette!

There lies our goal!
Where, just beyond the closing span,
We take our places with the clan
That waits the day, until, at last
The hour strikes—the die is cast—
To break the line with crimson lance
For Friendship, Freedom and for France!

On—just beyond—
The gray shore looms across the waves,
A battered land of ghosts and graves,
That still fights on with ancient pride
Until our millions reach her side
To help move back, in charging line,
The Western Front beyond the Rhine!

PRIZE AWARDED.—"Bill" requests THE HATCHET to express his great pleasure in the many letters he has been receiving from Mable, but he takes particular delight in one she sent him on May 15. Therefore to "The New Swell, John" the prize will be given.

OPPORTUNITY

(A Message from the Ship's Executive Officer.)

In his address the other evening, the Colonel said, "You will all have the one great opportunity of your lives; see it, and take advantage of it."

There is no doubt but that the opportunity will come; there is no doubt but that you will seize it when it comes. The big question is, "Will you see it?" You will see it, if you train yourself to observe things that go on about you.

If you size up the men you are thrown with every day, you will know "who's who." If you observe the peculiarities of a new country you won't get lost. If you take note of your captain's idiosyncrasies you will keep out of trouble. If you will "catch on" to the ways of a more experienced man, you will save yourself unnecessary work. If you watch some one explaining the workings of a mechanism, you can learn easily and rapidly. If you can see things quickly and accurately, you will do things quickly and accurately. If you act quickly and accurately you will surely see the great opportunity when it comes your way.

This "lecture" applies to all of us—we all need to brush away the cobwebs, get a clear view of our surroundings, and be keen to observe.

It takes only a little observation to note the general esprit of the troops on board. They have profited by their training and it is now up to them to make use of that training, to see and act quickly and accurately. Remember this when the opportunity comes.

LIBRARY'S GOOD WORK

Among pleasant diversions offered the troops on the voyage, none has been more appreciated than the library. Forty four cases of books were turned over to the officers and men. Many of these, provided by the American Library Association, are to be carried on to the boys in the trenches.

The library has been ably handled by representatives of the Y.M.C.A. And in this connection, an expression of thanks is extended to these "Y" workers. They have performed a genuine service in many ways, including providing entertainment of various kinds.

LONG LIVE THE KAISER? ? ?

So long I'd let the Kaiser live:
Long as flowers their fragrance give.
Live and live for a million years,
With nothing to drink but Belgian tears,
With nothing to quench his awful thirst
But the bitter brine of a Scotchman's curse.
I'd make him a bed of silken sheen,
With costly linens to lie between;
With covers of down, on pillets of lace,
With downy pillows piled in place.
Yet when to its comfort he would yield,
It would stink with the rot of the battle-field;
And blood and bones and brains of men
Should cover him, smother him, and then
His pillows should cling with rotten clay:
Clay from the grave of a soldier boy.
And while God's stars their vigils keep,
And while the waves the white sands sweep,
He should never, never sleep.
And through all the days and all the years,
There'd be ever an anthem in his ears,
Ringing and singing and never done,
From the primal light to the vesper sun,
Moaning and moaning and moaning wild,
A ravaged French maid's bastard child.
And from the gloom of this fearful tomb,
I'd march him out where our brave boys died,
Out past the lads he crucified;
There I'd build him a castle beside the sea
Through the limitless years of eternity.

LETTERS TO MABLE

(Continued)

You want to be careful when you address letters to me. If you address me too plain there liable to get to me an you cant tell who might be lookin. About all you can say on the address as far as I can find out is Bill Smith, A.E.F., which means Am Expecting Flowers.

I got to quit now cause were gettin near shore an the Sanitary Officer has ast me to help him sweep out the boat when the other fellos is gone. Of course I said I would. Obligin. Thats me all over, Mable. As soon as I get ashore Im going to buy one of them John Brown belts you here so much about. I dont know when Ill be able to write to you again cause I undestand theres a battle on now so I guess Ill be pretty busy for some time to come.

Yours till I write again,
Bill.

EDITORIAL

We have come at last to the battle-torn country of France.

We have come safely through the perils of the sea to face the dangers of the land.

We are here to stake our lives in the greatest game of all.

We must give ourselves, heart and soul and body, to the winning of the game.

We have no time for what may occur on the side lines or in the stands while the game is on.

Tackle low and hard, hit the line fiercely and keep your feet—and, above everything else, keep your eye on the ball.

The Board of Editors of THE HATCHET desire to take this occasion to extend their thanks and appreciation to the Captain and the Executive Officer of the ship for their co-operation and friendly aid throughout the voyage.

Their kind assistance has been keenly appreciated from the start.

The Editors also desire to thank the men who mingled Army khaki and Navy blue with printers ink in the composing room.

As for our Readers—here's 100 percent of the luck there is.

MABLE TO BILL

Dear Bill,

I aint heard from you yet. Please try to get a sensor that you know. You ought to have seen the letter what Claribel got from Charlie. The sensor must have been a German or an old button hole maker. I dont know which was the worst cut up, Claribel or the letter. You know what lovely things Charlie says. Perhaps he dont say em to men, though. After one sentence the sensor wrote Mush. The only reason he didnt cut the sentence out was sos he could be funny.

So please get a sensor you know an tell him there aint nothing in any of your letters worth readin anyhow. Your father has had a long streak of liver or I know he'd send his best. There isnt enough of it now to make it worth sending. Tommy Jones drew a beard an a mustash on your fotograph. You got no idea how it changes you. Always remember I love you no matter what you look like.

Mable.

After returning from her fourth trip as a transport the *George Washington* was laid up for extensive repairs at the piers, in Hoboken during the first two weeks in June. During this time Lieut. Cmdr. C. C. Gill succeeded Lieut. Cmdr. A. M. Cohen as Executive Officer.

About the first of June the Germans extended the area of submarine activity across the Atlantic. The transport *U. S. S. President Lincoln* was sunk by torpedo on June 2nd, about seven hundred miles from the French coast and in the following two weeks at least thirteen vessels were sunk just off the coast of the United States. Precautions were doubled therefore from the outset when the *George Washington* sailed on her next trip at 11 o'clock, June 15th.

She carried the 368th Infantry (colored), the second battalion of the 115th Infantry, the Headquarters of the 58th Infantry Brigade Naval Railway Battery No. 1, as well as several hundred sailors of a naval overseas detachment and a number of casual officers and men. Brigadier General Bandholtz was the most distinguished passenger on board.

The personnel of these several units afforded very few men who had had any newspaper experience whatever. It was found to be impossible to organize an editorial board for the publication of "The Hatchet" as had been done on previous trips. The responsibility for issuing the daily sheet fell upon the ship's chaplain but he received much assistance from others who were interested in the publication. Lieut. Cmdr. Bunkley, U. S. N., wrote the articles concerning insignia. Chaplain Hume contributed the series of editorials. Lieutenant Payne filled the daily column of sports. To Lieutenant Cook, U. S. N., is due the credit for the several poems which appeared.

In the printing office the ship's printers were assisted by the following enlisted men of the troops aboard: Sidney Smuzek, Rudolph K. Dixon, John E. Saenger, E. G. Larson, L. A. Oliver, Robert L. Nichols, Paul S. Hoot, J. E. Filbey, Edw. Kregel, George W. Ernst, R. F. Jacobs and Ohrum Wiley.

Several days out from New York the press in the printing office broke down seriously and for a while it seemed probable that publication would have to be suspended for the remainder of the trip. Necessary repairs had not been made in New York because the former press had been surveyed and a new one had been requested from the Department to replace it. It was hoped that the old German press would survive for one more trip until the new one could be obtained, but it yielded to the strain. Mr. Barrett, at that time a Chief Petty Officer in the Engineer's department, came to the rescue and after spending a long day upon it succeeded in repairing it sufficiently for continued use. In the meantime a bulletin (number four of this volume) had been set up, fifteen hundred sheets had been struck off by hand on the galley proof press and were distributed in lieu of the day's edition, thus saving the record of unbroken issuance.

The main event of universal interest on this trip to France was the "badger fight." It was sponsored by the Captain of the ship and the Commanding Officer of Troops and received the wildest publicity in "The Hatchet." The story of the hoax is told in its columns.

The ship anchored at Brest about two p. m. on June 27th. During the next three days the undefeated *George Washington* baseball team kept their record clear by victories over the teams representing the *Ryndam*, the *Covington* and the *Reid*. At 11 a. m. July 1st, the westward course was followed once more.

At 9:12 in the evening of the same day, when about seventy-five miles from the coast, the alarm signals were sounded on the ship. When the stations on the upper decks were reached the *Covington*, one of the convoy homeward bound, and less than eight hundred yards to the port side of the *George Washington*, was seen to be listing heavily and covered with a dense black cloud. She had been struck by a torpedo fired by an unseen submarine apparently standing off at a great distance. The injury from the explosion was not immediately disastrous and she continued to float. The other transports in the convoy scattered at once at full speed and forty minutes later darkness and distance put the *Covington* out of sight. Radio messages on the following day informed us that she had remained afloat for eighteen hours before sinking. The fatalities had been but six and her crew had been taken off by the destroyers who stood by. This was the most exciting incident in the history of the *George Washington* as a transport.

No further adventure was met with until the docks were reached at New York at one p. m., July 10th.

THE HATCHET

Published On The High Seas

Vol. 4 Sunday, June 16, 1918 No. 1

ON THE ROAD TO FRANCE

By Daniel M. Henderson

Thank God our liberating lance
Goes flaming on the way to France!
To France—the trail the Gurkhas found!
To France—old England's rallying ground!
To France—the path the Russians strode!
To France—the Anzac's glory road!
To France—where our Lost Legion ran
To fight and die for God and Man!
To France—with every race and breed
That hates Oppression's brutal creed.

Oh France, how could our heart forget
The path by which came Lafayette?
How could the haze of doubt hang low
Upon the road of Rochambeau?
How was it that we missed the way
Brave Joffre leads us along today?
At last, thank God, at last we see
There is no tribal Liberty
No beacon lighting just our shores!
No Freedom guarding but our doors!
The flames she kindles for our sires
Burns now in Europe's battle fires!

The soul that led our fathers west
Turns back to free the world's oppressed!
Allies, you have not called in vain!
We share your conflict and your pain!
"Old Glory" through new strains and rents,
Partakes of Freedom's sacraments!
Into that hell His will creates
We drive the foe; his lust, his hates!
Last come, we will be last to stay—
'Till Right has had her crowning day!
Replenish, comrades, from our veins,
The blood the sword of despot drains,
And make our eager sacrifice
Part of the freely rendered price
You pay to lift humanity—
You pay to make our brothers free!
See, with what proud hearts we advance—To France.

THE PRESENT TASK

It is difficult for Americans to realize that they are at war. They have for so many years absorbed pacifist sophistries that war was believed to be impossible.

As yet our casualties have not run into tens of thousands weekly, as with our allies. but we are not going to be content until we pay our share of the price for removing the greatest obstacle civilization has ever found in its path. To our children and to our children's children, we are going to leave the proud heritage of having stopped and smashed the Hun at the apogee of his ruthless and barbarous course. To accomplish this each and everyone of us must do his full share. On the trip across this means a careful and strict compliance with all the orders affecting the safety of the ship, passengers and crew.

To a landsman some of the requirements may seem ridiculous, but it must be remembered that they are the result of much experience and that we are fighting an enemy to whom the rules of war and humanity are meaningless, and petty violation of orders may mean catastrophe. The surreptitious smoking of a cigarette might cause the loss of life to thousands.

Every officer and man of this command is expected to do his share toward getting "over there," and then to keep on doing it. We were a long time getting ready, but we are at last under way and we are going to crush anything Teutonic that tries to stop us.

Troop Commander.

SC'Y DANIELS READS THE HATCHET

Washington, D. C., May 31, 1918.

My Dear Captain:

Thank you very much for the copies of "The Hatchet," the daily newspaper "published on the high seas." It is alive and interesting publication, and must be appreciated by the men going on the long trip overseas. I read a number of the articles with interest, and as an editor myself I congratulate the editors on the sea who are getting out such a newsy and well arranged daily.

The copies received will be placed in the Naval Library, which will keep a file of "The Hatchet," if you will mail it to us regularly.

With every good wish, I am

Sincerely yours,

Josephus Daniels.

THE SHIP'S SLOGAN

Men who work together and without friction must respect one another. There is nothing which creates so effective an esprit de corps, which develops so thorough a discipline as the common respect of each man for the place, responsibilities, and authority of every other man."---**Hamilton Wright Mabie.**

A Sunday Morning Thought.

THE UNSEEN CONVOY.

When the Master sent forth his disciples into the world that had crucified Him, and was bound to treat the disciples as the Lord, he gave them an unseen convoy, "So I am with you always even to the end of the world", The promise holds today. Christ is our unseen convoy now.He stands by to help against temptations, to strengthen the heart, a very present help in every time of need.

AN AU REVOIR

In the days of Porter and Farragut, the Navy was known for its wooden ships and "iron men." Just before this war, it was stated that the Navy was composed of iron ships and "wooden men." If the latter estimate of the Navy were true at any time, it is not true now. War has toughened us in body, and to a certain extend in mind.

The ship has undergone a similar change. When first commissioned, she was slack, slow and a discredit to the service. The crew were raw, ignorant of sea life, and undisciplined.

BUT, the crew were willing to learn, anxious to serve the Nation, and have come to take a pride in their accomplishments and in the efficiency of the ship as part of our Naval forces. We know that the steel of the ship is no longer tarnished; let's hope that we have earned the right to the title of "iron men,"

The Former Executive Officer.

A top sergeant was sitting on a hatch talking about home. "Won't your wife miss you a lot, sergeant?" asked a private "Sure she'll miss me a lot," replied the sergeant. She can't heave a flatiron this distance."

A colored laundress sued a ditto bill collector for kicking her on her verandah. The colored doctor witness testified that the human verandah was situated between the carotid artery and the tibia. Ten dollars or ten days!

SATURDAY'S SCORES

NATIONAL LEAGUE

Philadelphia, 6; Pittsburg, 1.
St. Louis, 4 Boston, 1.
New York, 8; Cincinnati, 7.
Chicago, 6; Brooklyn, 1.

AMERICAN LEAGUE

Boston, 8; St. Louis, 4.
Detroit, 4; New York, 0.
Washington, 3; Chicago, 1.
Cleveland, 5; Philadelphia, 2.

STANDING OF THE CLUBS

NATIONAL LEAGUE

	Won.	Lost.	P.C.
Chicago	33	14	.702
New York	32	16	.666
Cincinnati	23	26	.472
Boston	23	26	.472
Philadelphia	20	26	.435
St. Louis	20	26	.435
Pittsburgh	20	27	.425
Brooklyn	19	29	.396

AMERICAN LEAGUE

	Won.	Lost.	P.C.
Boston	33	21	.611
New York	29	22	.569
Cleveland	29	25	.537
Chicago	25	22	.532
St. Louis	24	25	.489
Washington	26	28	.481
Philadelphia	19	30	.387
Detroit	17	29	.369

WHERE THEY PLAY TODAY

NATIONAL LEAGUE

No games scheduled.

AMERICAN LEAGUE

Washington at Chicago.
New York at Detroit.
Philadelphia at Cleveland.
Boston at St. Louis.

HOW DOES HE DO IT?

Matty manages to hold his Cincinnati Reds up around the 500 Mark without the services of his famous "Flying Dutchman"catcher.

AMERICAN AIRMEN ARE IN EVIDENCE

With the American Army in France, June 16.—The Germans have been feeling the force of the American Marines in the sector of the front which they have been holding and advancing. From now on they will constantly be meeting with their new enemy in the air. The branch of the service which has appealed so popularly to the American mind, has at last grown to sufficient size overseas for an entire squadron of American airmen to undertake a bombing raid, the first one that might be called All-American. It is reported that heavy damage was inflicted near Metz.

ARTILLERY CONTINUES ACTIVE

PARIS, June 15.—The continuous roar of cannon was heard along various sectors of the two centers of "the late" German drives all day yesterday. Serious artillery engagements are reported as filling the day along the Oise and the Marne fronts. To this the French War Office also adds a note about further patrol activity.

AN OLD ALLY REAPPEARS

LONDON, June 15.—Recent reports of interned disturbance in Austria arising from long hours of compulsory labor, meagre food supply and insufficient wages, are strengthened by the latest advices from German frontier which say that furious rioting is going on in Vienna.

DRAFT EXEMPTIONS

WASHINGTON, June 15.—Irish and Australians in this country are exempted and only Americans between the ages of twenty-one nnd thirty-one are subject to the draft.

Sailors and soldiers aboard this good ship have bought Liberty Bonds, War Saving Stamps, have almost brought the Red Cross and the Y. M. C. A., yet they are all happy as clams at high tide.

THE HATCHET

Published On The High Seas

Vol. 4 | Monday, June 17, 1918 | No. 2

OUR FRIENDS OF THE TOP DECK

Among the passengers who camp out on B deck are several hundred men of a special Battery. This organization whose total complement when assembled will number about————————men, is the first of its kind to be sent from the United States in the present war. Indeed, it is perhaps the first of its kind sent from the United States in any war, as the use of these gunners in warfare has never been in general practice, and like camouflage is something distinct to the present struggle.

Special guns and special equipment have been provided for the battery. It is the supposition that this equipment will be assembled somewhere on one of the fronts, there to aid in the beginning of the long march to Berlin. However, no one knows just where the battery's duty is awaiting them, but the esprit de corps of the men prompt them to look forward eagerly to any assignment which they may receive. They have supreme confidence that they can help change the Kaiser's opinion of American fighting power, and are only awaiting the time when they can ram home the first round to answer some of Von Hindenburg's "Big Berthas."

ANOTHER HERO PUTNAM

PARIS, June 16,—American aviators are taking their own place among the airmen along the front. Both the enemy and the other Allied air forces are yielding them increasing respect. The latest exploits reported was pulled off by Sergeant David E. Putnam of the American Army who downed five German aeroplanes in one day.

Love laughs at distances. A soldier at Camp Meade married a California girl 3000 miles away by telegram. A chaplain stood at each end of the wire and the Red Cross paid the telegraph tolls. Fine! Congratulations of The Hatchet to husband and wife!

FIRST SUNDAY AT SEA

Sudden an Unexpected Announcement of Church Services Brings Large Crowd

All who heard about Church held Sunday morning, were agreeably surprised to learn that permission had been given to hold the service, even though the announcement necessarily came too late for the majority on board to get it. Upon penetrating the interior of the ship, one frequently heard words of regret from among the troops aboard and, from officers that no religious service could be held. "It doesn't seem like Sunday," was the remark of all who noted with regret the necessity for such precaution being taken.

Nevertheless, the plans for the service hastily made, provided an excellent service for a large crowd that filled the main mess hall.

Six chaplains on board, crossing for service in the A. E. F., were present on the platform. After the hearty singing of of several hymns, Chaplain H. lead in prayer to the Lord God of Hosts, and instilled a trust in the Pilot of the ship of our souls. All listened with market attention to a helpful sermon by the ships' chaplain, a sermon that showed a keen and sympathetic insight in the life of a soldier. He said among other things that if the Kaiser and the devil were allies--every man was pro-German who yielded to the devil's temptation in his own heart.

At seven o'clock in the crew's quarter, an evening service of song and worships was held for the group on the ship who have been engaged in the constant task of bringing it nearer the European shores. At this service Chaplain V. addressed the boys in a forceful and interesting way. All who were present felt it to be a fitting close of a beautiful Sunday.

A Bolsheviki is a Russian who has nothing and is willing to divide with another man who has something.

AUSTRIAN DRIVE ON ITALIAN FRONT

ROME, June 16.---The long-expected drive on the Italian front has at last arrived. As each German attack on the west was halted, the eyes of the Allies have been turned to the Austro-Italian frontiers. Many have wondered why the delay. This time the Austrians opened the drive as expected. The offensive extends from Asiago to the sea but has so far succeeded in making no gains whatsoever. Gunfire is reported as growing increasingly terrific. The battle is raging along the Piave River and in the northern sectors of the Asiago Plateau. The onslaught of the Austrian heavy artillery is being effectively answered by the guns of the Italians but it is still too early to guage the tide of the battle.

AMERICAN GAS NOW

With the American Armies in France, June 16.—The artillery duel which was reported yesterday on the Oise and Marne fronts continues with unabated fury and fierce fighting is taking place all along the line. The Americans seem to have exasperated the enemy by blocking his road to Paris so effectively. The Germans are learning that Pershing's guns can rain gas shells as well as explosives. The Marne front was subjected to a heavy bombardment of gas by the American gunners as part of Sunday's excitement for the Hun.

VIENNESE FOR PEACE

AMSTERDAM, June 16---The often rumored crisis in Austrian affairs has become a very serious factor in the whole present situation. Beyond a doubt the government is now face to face with the most critical problem of the war: with its own people. The Viennese are reported as rioting desperately, and cries are heard in many street gatherings of peace now at any price. The Italian offensive, just reported, must be a desperate resort to avert almost certain revolution.

Editorial

WOULD WASHINGTON APPROVE?

Have we forgotten the sage advice of the Father of our Country: to keep clear all entangling alliances? Would Washington approve our entry into this conflict.

Yea, verily; he could not forget the great service France rendered us in the hour of need. Her sons bled and died that we might be a nation. We repay a debt with interest.

Yea, verily; tho Washington was first last and all the time for America, he could not have urged us to remain quietly one hour when the world was on fire, humanity's palace burning, when a criminal was abroad in the world, dealing out death and destruction. The spirit of the First American attends us, may the same gracious Providence attend us!

WHAT IS IT?

The Hatchet---
A daily newspaper
Printed on the high seas
On board a large United States Ship
By selected men
Of the Army and Navy forces, and
Distributed free to
The thousands on the ship.
Its circulation is large enough
To make it an influential
Power in any community.
It contains the world's news
From battle to baseball
Received daily by Radio;
Also many communications
Official in character;
Poetry, heroic and boisterous,
Or sad and seasick;
Local news of daily events
Well flavored but censored;
Humorous bits, both black and 'blanche"
"Meated" out at mess
Or delivered on deck.
You're making history,
Well, write it, too;
But delete all names.
Turn in all your contribs
At the Y. M. C. A.,
D deck amidships.
The Hatchet, what is it?
Whatever you make it.

SPORTS

SUNDAY'S SCORES

NATIONAL LEAGUE

No games scheduled.

AMERICAN LEAGUE

Boston, 1; St. Louis, 2.
Detroit, 2; New York, 5.
Washington, 0; Chicago, 3.
Cleveland, 4; Philadelphia, 2.

STANDING OF THE CLUBS

NATIONAL LEAGUE

	Won.	Lost.	P.C.
Chicago	33	14	.702
New York	32	16	.666
Cincinnati	23	26	.472
Boston	23	26	.472
Philadelphia	20	26	.435
St. Louis	20	26	.435
Pittsburgh	20	27	.425
Brooklyn	19	29	.396

AMERICAN LEAGUE

	Won.	Lost.	P.C.
Boston	33	22	.600
New York	30	22	.577
Cleveland	30	25	.545
Chicago	26	22	.542
St. Louis	25	25	.500
Washington	26	29	.473
Philadelphia	19	31	.380
Detroit	17	30	.361

WHERE THEY PLAY MONDAY

AMERICAN LEAGUE

Washington at Chicago.
New York at Detroit.
Philadelphia at Cleveland.
Boston at St. Louis.

NATIONAL LEAGUE

Chicago at Brooklyn
Pittsburg at Philadelphia
St. Louis at Boston (2 Games)
Cincinnatti at New York

BASEBALL IN FRANCE

John Evers has been appointed to take charge of baseball in France. The little Trojan's motto has been "Fight 'em with all you got—all the time". His personality is such that he is one of the best liked men in baseball—off the field. Evers is the ideal man for the job.

ADVERTISEMENTS

SEA SIDE RESORTS

CRAGSMERE

A famous altitude resort overlooking the sea; view unexcelled; beautifulladder approaches; fanned by every breeze that blows. Write for dates ahead; Address Lookout, Crow's Nest, U. S. S.

EVERYTHING INN

Renowned for its large and spacious dining hall and larger meals with mirrors and gilded ornamentations; Every inconvenience to meet the requirements of refined dough boys; No need to trouble about writing ahead—if crowded, provision is made for berthing amid the beauties of the dining hall.

Zum Speisesaal, Amidships U. S. S.

KAKKIBLEU KLUB

Cuisine unexcelled; management of a famous American restauranteur; most enchanting spot east of New York; reduced rates to sea sick; caters to clientele of highest rank. Telephone, U. S. S., 66.

TEMPERANCE-BY-THE-SEA

Ocean Bar and Sea Grill; sea food and soup. Address: Diet Kitchen, Sick Bay. U. S. S.

BELL HOP HALL

Opens June 13; easy of access; 10 seconds from rooms to drownin' drill; 2 seconds from deck to dinner. Rooms en suite: wide verandahs; tennis; bones.

D. E. F. G. Decks Aft.

HATCHET HOUSE

Hospitable, homelike; ocean front on the heart of the Atlantic; Eighth of mile promenade. Largest and finest resort between America and Europe. Exclusive accommodations for Allies; Equipped with well-guarded brig for Germans. Rates reasonable, paid by U. S. A.; special terms to men in uniform.

Booking office, A.T.S., U.S.A.

Among the celebrities among the enlisted men aboard the ship is "Billy" Webb of the Naval Battery detachment. Webb played a strong game for Pittsburg in the National League last season at third base. He deserted the great American sport for a greater one—hunting the Huns.

THE HATCHET

Published On The High Seas

Vol. 4 Tuesday, June 18, 1918 No. 3

WHO ARE THEY--- OUR FRIENDS AFT?

It is not hard to tell whose sons they are—these men of the largest unit aboard. Their dusky skins identify them. But they are more than merely members of a race; they are being tried and found true to every trust imposed. One of high rank has spoken of them as the "true and safe Americans". And what did he mean? Simply this: In the great confusion incident to the declaration of war against the great "World Menace," it was hard to tell just who was who and what the stand of each American group would be. But in all this questioning there was never a doubt as to what the attitude and position of this group would be. Traditions and ancestry spoke for them. They were the scions of those sires who followed Washington at Valley Forge, who stood with Jackson behind the cotton bales at New Orleans, who answered the call of Father Abraham two hundred thousand strong, who saved the Rough Rider at San Juan; who stood with Captain Boyd at Carrizal. What could they be but true Americans.

But there is something more to be said of them. They are the pick of twelve millions of their kind. Their officers from the grade of Captain down are practically all "blood of their blood and flesh of their flesh and bone of their bone." This fact lends greater inspiration to them; greater because they know them to be most competent. Because of this sympathetic bond, because of this confidence in their ability, these men are willing to go thru the "Kaiser's Kingdom" [Hell] and back again with these officers.

These men represent the merging of the South and the North. They are principally from Pennsylvania and Tennessee. The emotion of the South with the reason of the North makes a combination hard to beat. The Officers represent all kinds and grades of schools from staid old Harvard to the humblest southern academy. But they represent more. Many of them

(Continued on page 2.)

CHAMPIONSHIP BAND BREAKS DAYS SILENCE

Did yuh heah dat music? Sho, ever' body on bo'd couldn't help't. A lot of fellows began to wonder if they hadn't got their dates mixed and mistaken Monday for Sunday because things were so quiet around the ship all day. Nothing more exciting had happened than several drownin' drills, a couple of chows and a lot of Y. M. C. A. books and magazines like the Police Gazette. Suddenly the most melodious music burst forth somewhere in the ship and the crowds began to flock towards the spot. Those that could not get into the main mess hall were content to stand near by, for that band could play and when it played it was the kind that could be heard.

Half a hundred dusky musicians, shiny with perspiration, for it was hot down there, followed their dark skinned Sousa with perfect unison and wonderfully melodious results. In fact, it is doubtful if Sousa's real Naval Band could have delighted the hearers more under the circumstances. At all events, those band boys and their leader have the heartiest congratulations of all onboard. We hope the time will come when the Kaiser will dance to their music.

It is considered too hot and too dangerous, for the present, for any number of men to gather in the big hall, but if Allah is willing and the Captain thinks it reasonably safe, the band will play daily on the after hatches for the troops on that end of the ship and at another time in the day they will play forward for the boys there.

When the band reluctantly ceased, the entertainment continued in the midst of a rapidly rising temperature. The boys let loose with a lot of popular songs. A soloist with a beautiful tenor voice was repeatedly and enthusiastically encored and the next "nomBAH" was the ship's song by its own composer.

President Wilson intends to put France on her feet. France promises to put those feet, one at a time, right where the Kaiser bends when he buckles his puttees.

AMERICANS SUCCESS--- FULL AGAINST ODDS

With the American Army in France, June 17.—Early this morning a large attacking force of Germans engaged the American troops at Xivray. They vastly outnumbered the small group of three platoons of fighting Americans, but were fought to a standstill in good old American fashion. As the news of the encounter and its successful repulse spread along the line, it added much to the fine spirit which had characterized the American troops in the trenches.

AUSTRIAN OFFENSIVE BROKEN

ROME, June 17.—Reports from the Piave River and Asiago Plateau indicate that violent fighting continues along the entire Italian front. The Austrians seem to be meeting a much better prepared foe than they did on the last drive, and the Italians are paying blow for blow. As the day wore on in the new conflict, it became plainly evident that the Austrians were everywhere being held.

PARIS, June 17.—"The Austrian offensive has been broken," writes Henri Bidiou, the famous French military critic.

PROHIBITION TO THE FORE

WASHINGTON, June 17.—Some considered the deliberations on war measures interrupted, others thought them continued, today when the Prohibitionists in the Senate started on the last lap of their campaign to bring about nation-wide prohibition. Its supporters are advocating it as distinctly a war measure.

LATEST RADIO MESSAGE

Just before "The Hatchet" went to press the following message was received:

"June 18.—One of our dirigibles which had been lost at sea for a few days, was picked up by a schooner and taken to New York. Crew safe."

The Naval Patrol of the United States gives to the nation a hero every week.

Editorials

EATING HAM

In one of our large eastern department stores it is the custom to begin the day's work with songs, among others, "Onward Christian Soldiers," and offering the Lord's Prayer. After the service one morning a little Jewess came up to the manager and said, "I will sing 'Onward Christian Soldiers' and eat ham, if it will help to win this war." Significant this, of the loyal spirit of Americans.

One can determine to be loyal to almost anything, even a yellow cur, and by sheer determination carry it thru. But our loyalty is of a different kind. Our loyalty is commanded by our nation's past, by her early fearless stand for those principles which are fundamental to human progress and happiness, by her relations with nations abroad, not seeking her own advantage but the welfare of all. The past commands loyalty.

Her present appeals to our loyalty. She goes into a war that she knows will cost a tremendous amount in treasure and life. She goes seeking no territorial enlargement, no advantage for herself that is not for all, a champion for the free peoples.

There are things in our country that are not right. There are serious problems to be solved. But her ideals, that which she is seeking to do, her aims, these are the challenge to our loyalty.

ON TO FRANCE

(Tune, "Rolling Home to Bonnie Scotland")

O'er the waves the Yankees are coming
From the land where freedom reigns,
Hearts of oak with red blood surging,
Arms outstretched across the main—
North and South as one united
Brothers all in freedom's cause,
No thought of fear with hopes unblighted
Eager to defend God's laws.

Chorus:
On to France, on to France,
On to France, our mighty host;
On to France o'er bounding billows,
Every true heart at his post.
Ancient ocean's swelling bosom
Bear that precious freight along.
Tens of thousands, bold and free men
And behind them millions strong.
And tho' danger lurks beneath them
Neath the waters dark and deep
On they go, no tide can stop them
See that mighty army sweep.
Chorus:

SPORTS

MONDAY'S SCORES

NATIONAL LEAGUE

Boston, 4; St. Louis, 1. (1st game)
Boston, 4; St Louis, 2. (2nd game)
New York, 2; Cincinnati, 1.
Brooklyn, 4; Chicago, 3.
Phila., 9; Pittsburg, 8.
(10 innings)

AMERICAN LEAGUE

Boston, 6; St. Louis, 0.
Detroit, 5; New York, 5.
Washington, 2; Chicago, 1.
Cleveland, 6; Philadelphia, 3.

STANDING OF THE CLUBS

NATIONAL LEAGUE

	Won.	Lost.	P.C.
Chicago	33	15	.687
New York	33	16	.673
Boston	25	26	.490
Cincinnati	27	23	.460
Philadelphia	21	26	.447
St. Louis	20	28	.417
Pittsburgh	20	28	.417
Brooklyn	20	29	.408

AMERICAN LEAGUE

	Won.	Lost.	P.C.
Boston	34	22	.607
New York	30	22	.577
Cleveland	31	25	.553
Chicago	26	23	.531
St. Louis	25	26	.490
Washington	27	29	.482
Philadelphia	19	32	.372
Detroit	17	30	.361

Why Speak of Love While Laboring

Two Girls
An Automoble
A Swim
A Country Club
A bottle of Wine
A Dinner
More Wine
Home James

BANTAMWEIGHTS BEWARE

The K. O. King's terrible left is nearly back in shape, and will soon take on all challengers.

If you intend biting your initials in that life raft there is no time like the present for having those molars repaired.

A suggested increase in the tables of organization for an infantry company. At least one more private for each Lieutenant with boots, to assist "off and on."

NONSENSICAL NAUTICAL NOMENCLATURE

Running Lights: properly named because they neither trot, pace or walk, and are made fast.

Trucks: conveyances used by officers who have duties forward and are quartered aft.

Gaff: one commodity on which the war did not raise the price.

Boat Painter: member of crew who camouflages search lights to look like beer steins, and guns to look like pretzels. (Strictly confidential) This ruse baits the Germans and they are easily "hooked"—poor fish.

Hit the Deck: an order given each morning at which the ship's crew spend a few minutes in pounding the decks. This accustoms the ship to hard blows, and toughens it against attacks by sea-gulls and submarines.

WHO ARE THEY—THE MEN AFT?

(continued from page 1.)

are from the regular army, with from three to twenty-three years of experience with the "old machine". Here again is a merger—the academic power of the school with the power born of actual experience. This too makes a combination hard to beat.

One last word. They are men whose chief asset is their love of song and their ability to sing under any and all circumstances. The secret of their great optimism and cheerfulness lies in their ability to "mount on the wings of song to heights serene and beautiful." If you ever feel blue or despondent find your way aft and listen to the cheerful songs of these natural singers and 'twill drive the blues away. These men are destined to make a name because a singing regiment is a regiment hard to beat.

Who are their K. O. and Field Officers? The best the Regular Army could give. "Nuff Sed."

BADGER FED RAW FISH DAILY

We still have that Badger under lock and key but unless the higher authorities see fit to stage the fight at an early date we are very much afraid the dog will make a sorry showing.

THE HATCHET

Published On The High Seas

Vol. 4 Wednesday, June 19, 1918 No. 4

BULLETIN!

The Editors are regretfully compelled to announce that publication of the "The Hatchet" is temporarily delayed. An unexpected breakdown of the press resulted from the attempt to meet the largely increasing demand for the paper. Radio requisition has been sent for new parts and an expert on press machinery from the Engineer's force is working day and night to make the unavoidable delay as brief as possible.

WITH THE AMERICAN ARMY IN FRANCE

The Germans continue to drench American positions northwest of Chateau Thierry and particularly Belleau Wood, Bouresches and Triangle Farm with asphyxiating gas and mustard shells.

FROM THE BRITISH SECTOR

LONDON, Further successful raids have been carried out by the British against German positions in the Albert Moyennsville sectors, the war Office today announced.

ITALIANS AND ALLIED FORCES ATTACK

Rome, June 18,—Today the Austro-Hungarians were brought to a halt by a strong counter offensive of the Italians and their allied forces every where along the lines.

SPORTS

TUESDAY'S SCORES

NATIONAL LEAGUE

Boston, 4; St. Louis, 1.
Chicago, 4; Brooklyn, 3.
New York, 7; Cincinnati, 1.
Philadelphia, 1; Pittsburg 0.

AMERICAN LEAGUE

Detroit, 6: St. Louis, 2 [1st,]
Detroit, 3: St. Louis, 1 [2nd.]
Washington, 3; Cleveland, 2
Other teams not scheduled.

THE HATCHET

Published On The High Seas

Vol. 4 Thursday, June 20, 1918 No. 5

HATCHET OVERCOMES HUN TREACHERY

A WAR IN PROPAGANDA

With Its Characteristic Prussian Nature, Former German Press Viciously Tries to "Bite the Hand That Fed It"

An alien enemy was discovered on board yesterday morning when the German press, filled with the Kaiser's spirit, absolutely refused to do the work any longer with such a host of the Fatherland's enemies. Evidently the Hatchet did not measure up to its standard of "Kultur" or on the other hand, perhaps the paper's force was becoming too widely felt to add to Berlin's comfort.

The Hatchet's staff, temporarily thrown back from the trenches of the front line which they had been holding so gallantly, withdrew to a more advantageous position by the Galley Proof Press where they immediately set to work to minimize the enemy's loudly proclaimed victory by issuing the following bulletin to which was appended the days news in brief.

"The Editors are regretfully compelled to announce that publication of the "The Hatchet" is temporarily delayed. An unexpected breakdown of the press resulted from the attempt to meet the largely increasing demand for the paper. Radio requisition has been sent for new parts and an expert on press machinery from the Engineer's force is working day and night to make the unavoidable delay as brief as possible."

This counter-attack recovered much lost ground as several thousand rounds of the bulletins were released by the heavy artillery of the circulation staff.

In the meantime, reinforcements were hastily summoned from the carpenter and engineer forces and under the able leadership of General Barrett, the Hunnish spirit on the old German press was overpowered and put in the brig. The damage which it had done was repaired in time and after only a single day's absence, The Hatchet planted Old Glory on the front lines again.

FROM THE LAND OF DUST AND "CORN"

Gray dawn had faded and given way to a bright and sunlit day when the banner battalion of a well known regiment, proud of its record and with a loyal and burning desire to further make its name resound the world over, marched up the gangplank of the camouflaged transport bound for somewhere "Over There". Now, because you can't kill Germans unless you adopt a certain "Kultur" every man wore a chin strap and all shoes and boots were laced in the most approved and proper style. Down in the old training camp where the dust was knee deep and the road to town was the rockiest in the world, and where on the long hot days O. D. blouses were worn to keep off the heat, a celebrated

(Continued on page two, first column.)

BAND CONCERT PRO--- GRAM FOR FRIDAY

("C" Deck, After Hatchway.)

12:30 p.m. Everyone invited

March	National Emblem
Fox Trot	Walkin' the Dog
Medley	Joan of Arc
Blues	Kansas City
Fox Trot	Darktown Strutters' Ball
Blues	St. Louis

6;30 p.m. Don't miss this

March	The Hoosier Club
Solo	The Ragtime Bass Player (Musician "Dooney")
Waltz	[by request] Missouri
Trombone Oddity	Sally Trombone (by the Slide Sextette)
Medley	Someday Somebody's Gonna' Get You.

The Concert director is also a composer of note. He is busily engaged on this trip in writing a march for his Division of the National Army.

GERMANS RENEW DRIVE TOWARDS RHEIMS

PARIS, June 19.—Following a violent bombardment on a twenty-mile front between Vrigny and Fort Lapompelle the Germans began a drive on Rheims last night, the War Office announced today.

SITUATION DOUBTFUL IN EAST

WASHINGTON, June19.—That a declaration of war on Turkey may result was reported to the State Department today by American Minister George Caldwell at Thiseran, Persia.

REAL BLACKHAND SENTENCED

ALBANY, June19.—George—(radio faulty) for discouraging negro enlistments in the Army has been sentenced to one year imprisonment at hard labor.

PROHIBITION MAY BE PROHIBITED

WASHINGTON, June 19,—The prospect of immediate dry prohibition throughout the country for the period of war dwindled today when dissention broke out in the Senate.

BRITISH RENEW RAIDS

LONDON, June 18.—The War office announced today that a series of raids have been carried out against the German positions in the Albert Moyennsville sectors in which the British raiding parties were entirely successful.

LONDON, June 19.—The British attacked and recaptured a post from the Germans near Vieux Berquin on the Flanders front.

AMERICANS HOLD LINE FIRMLY

With the American Army in France; June 18.—The positions along the front which were held and so successfully advanced by the Americans last week, have become the object of particularly virulent shell fire from the enemy. The lines northwest of Chateau-Thierry and especially Belleau Wood, Bouresche and Triangle Farm, which have been made famous by American blood, have been drenched by asphyxiating gas and mustard shells. But they are still being held firmly at all points.

EDITORIAL

GEN'L WOOD TO CAMP FUNSTON

It has been reported that General Leonard F. Wood, who was recently relieved of command of the Eighty-ninth Division of the National Army. now in France, has been permanently assigned as anticipated, to command of Camp Funston, Fort Riley, Kansas. He has this to say: "I am leaving for Camp Funston tomorrow where I shall give the best that is in me to the training of the boys who will be ordered to that camp. We have got to win this war, and I intend to do everything that I can to make that victory certain and decisive."

FROM THE LAND OF DUST AND CORN

(Concluded from first page.)

humorist devised new and interesting games to take the minds of the boys away from home and AWOL's by providing for their amusement such things as merry-go-rounds and 130-steps-to-the-minute on No. 1 Post.

On cold winter nights when all were safely tucked in their cots, fires were kindled and somewhere about 2.00 p. x. the boys were routed out to see the frozen hose and hear the clarion calls of "Er—ah—t-t-turn the w-w-wa-a-a-ter on!"

The camp was not situated in Florida, but high up on a sacred hill which was carefully policed each morn. At daybreak closely guarded by a picked sentry, there spurted forth "The Fountain of Youth" which Ponce de Leon of olden days had searched for diligently, but in vain. Below flowed the shining waters of a lagoon named for one well beloved but who has passed out into the great beyond.

However, none of these wonderful and artistic touches served to dim the "Spirit of the Bayonet" or "ze bowling at ze Grenade", taught by the most wonderful Chalk-breaker and magician since Ching Ling Foo. Hiking, the favorite sport, was in vogue during the stay of the regiment and night work was provided for all astronomers.

But those were happy days and now the regiment, serious and mindful of the big things that await it in the near future, with a robust heart and a loyal spirit, goes forward to uphold the traditions of its country, determined to win a great and glorious name in the world's cause of "Liberty, Humanity and Democracy."

SPORTS

WEDNESDAYS SCORES

NATIONAL LEAGUE

Chicago, 1;	Pittsburg, 0.
Boston, 3	Phila., 2
Brooklyn, 2.	New York, 1

AMERICAN LEAGUE

Phila.; 5	Boston 0
New York 9	Washington, 0
Cleveland, 6	Chicago 5
Detroit, 7	St. Louis, 5

STANDING OF CLUBS

NATIONAL LEAGUE

	Won	Lost	P.C.
Chicago	35	15	.700
New York	34	17	.667
Boston	27	26	.509
Cincinnati	23	28	.451
Philadelphia	22	27	.449
Brooklyn	21	30	.411
St. Louis	20	29	.408
Pittsburg	20	30	.400

AMERICAN LEAGUE

Boston	34	23	.596
New York	31	22	.585
Cleveland	32	25	.561
Chicago	26	24	.520
St. Louis	25	27	.481
Washington	27	30	.473
Philadelphia	20	32	.384
Detroit	18	30	.374

THE NAVY MAY WIN NOW

News Item: "Oliphant, the famous athlete, was among the 1919 Class graduated at West Point a few days ago".

Young Mr. Oliphant, who won his letter in four branches of athletics at the Point, has caused the Navy more trouble than all the subs ever built. Altho the radio is silent on the subject, Annapolis is doubtless the scene of a great celebration and the whole fleet has heaved a mighty sigh of relief.

ANOTHER COMEBACK

Howard Drew, the wonderful negro sprinter, recently made his second comeback in two years when he defeated a classy field of sprinters in New York. The Springfield Flyer retires and comes back about as often as a lot of athletes we know.

The Hun smote fair Belgium with an iron heeled boot. He smashed Russia with a broken promise.

THE FORUM

PROTEST AGAINST BADGER FIGHT

The writer is pained to learn that glove fighting and badger fighting are both still tolerated in the Navy as well as in the Army.

It is known that the officers of one organization, which came on board from a distant southern camp were addicted to brutal badger fights and that on one occasion the badger, by rolling past his dog opponent, nearly caught one of the managers who was saved from the brute's fury only by a club in the hands of another officer who broke the badger's nose.

Of course ship's passengers must be amused, but the writer positively will make report to the S. P. C. A. at the first opportunity in case the fight now being arranged becomes at all sanguinary. A dog, armed only with his teeth, has no fair show against the teeth and claws and nauseous, fetid Hunnish smell of a vicious badger. It is understood that both animals in the present case are young, but nevertheless it is insisted that the badger's claws be filed so as to equalize conditions.

In these days of advance civilization and refinement (less Teutonic Kultur) when prophylaxis, sterilization, inoculation and sanitary plumbing are everywhere in evidence, it is a sad commentary upon the Navy that badgers are still allowed aboard ships.

But for the regulation prohibiting persons in the military service from acting as correspondents, the writer would send a vigorous article against badger fighting to the influential weekly paper of his home village. Under the circumstances he must insist that this feeble protest be published in The Hatchet. It is his fixed purpose to be present at the fight, and, regardless of his humble rank, he will be prepared to intervene effectively if necessary to save dog or man from the infuriated badger.

Editorial note: The question that has been here raised by the most distinguished of the ship's passengers is submitted to the public. Shall or shall not the fight take place? Address: The Hatchet.

Don't grunt at your increased taxes and cost of living. Each dollar helps to lick h—— out of the Kaiser.

THE "GEORGE WASHINGTON" IN HER CAMOUFLAGE

LOADING AT HOBOKEN, N. J.
Three or four days required

UNLOADING AT BREST, FRANCE
Thirty-three hours required

THE "OLD SALT OPERA COMPANY"

BROOKLYN PUBLIC

THE HATCHET

Published On The High Seas

Vol. 4 | Friday, June 21, 1918 | No. 6

A HAPPY CREW WHO KNOW WHAT TO DO

Several big "piano" boxes over the fore and aft hatches serve as an effectual barrier to separate the boys who man the ship, from those who ride in the luxuriant compartments and promenade on the decks amidships. It seems too bad that all cannot become better acquainted but we are too big a village for Brooklyn and the Bronx to grow neighborly as we used to do in Pikesville.

But as long as the ship is moving ahead all may be certain that the boys in blue are still a considerable and important complement of the human population on board. They really live in quite comfortable and homelike quarters, if you could see them, and have a pretty jolly good time after work is done.

They've been written up before in The Hatchet and can be represented here best, by the song which originated with one of their own number.

We go on merrily
Sailing over the sea
To the land of war and chance
We take over the boys
Take them far from their joys
And their homes to sunny France

We're a darn happy crew
And we know what to do
To make the boys forget their blues
And when this fight is won
Ahd we've beaten the Hun
We'll bring them back and they'll
be happy too.

Chorus

On the U. S. S.————
Forever may she reign
Supreme in her happiness
And may sunshine always remain
She'll do her bit with song and wit
To cheer her boys along
And if we work as one
It will all be fun
On the old ————,

Johnny--We can't play cards on board this ship any more.
Hank--Why?
Johnny--Theskipper'ssittingonthedeck.

BAND CONCERT PROGRAM FOR SATURDAY

SATURDAY AT 1:00 P.M.

1. French National March — Sambre-et-Meuse
2. Fox Trot - - - Bull Frog Blues
3. Waltz by request - - Fall Roses
4. Fox Trot - - - Jelly Roll Blues
5. Medley March request Joan of Arc

SATURDAY AT 6:30 P. M.

1. March - - Troopers Tribunal
2. Waltz - - - Moonlight Blues
3. Fox Trot - - - A Bunch of Blues
4. Trombone Sneeze - Pahson Trombone
5. Memphis Cry - - Beak Street Blues (By request.)
6. Over There - - - - - - - (By request.)

SPECIAL NOTICE TO THE CREW

A number of men have expressed the wish that some entertainment be given to cheer along the boys who accomplishing the job of getting us there. Permission has been given to put on a big show for enjoyment of the boys in crew space F4 on Saturday night at seven thirty o'clock. Identification tags will serve as tickets of admission.

FRENCH CLASSES

A number of the troops and officers are availing themselves of the opportunity of becoming better acquainted with conversational French by attending the classes which are conducted jointly by the French pilot and one of the Y.M.C.A. secretaries. As others may wish to embrace the opportunity, who have not heard of it, The Hatchet is glad to spread the news around. The classes are held daily at 1 p.m. in E3, at 7:30 p.m. on B deck aft. A private class is being conducted for naval officers.

Mr. Hoover says; "Food will win the war: he who wastes food is an ally of the Kaiser".

Therefore any officer or enlisted man convicted of sea sickness will be severely dealt with.

SITUATION IN AUSTRIAN CAPITAL GROWS WORSE

LONDON, June 20.—Driven by desperation and hunger and deep longing for a return to peace, the people of Vienna are causing their government great anxiety. The failure of the offensive in northern Itaty has added fuel to the general popular demonstrations. Grave food riots broke out over the city today and the public feeling is running high. A most necessary but antagonizing move was made when cavalry was rushed into the city, and with drawn sabres, cleared the streets and dispersed the clamoring throngs, temporarily smothering the agitation.

ITALIANS GAIN MORE GROUND

ROME, June 20.—Local counter attacks in the sector of the Asiago Plateau have resulted decidedly favorable for the Italians and more ground has been taken by the advance of their troops, according to the latest reports of the War Office. The failure of the Austrian campaign has caused much jubilation at the Italian capital and gone far to rebuild Italian hopes which had gone to pieces after the last disaster.

GAS PREFERRED TO BAYONETS

With the American Army in France, June 20.—The Germans evidently prefer to fight American troops after they have been gassed than to meet them man to man. The amount of gas directed against them seems to indicate a strong German desire to be sure of its effects before they attempt to advance. This morning the Luneville sector which is held by our troops found that its turn had arrived when it was deluged with the heaviest gas attack in weeks.

GREAT GERMAN LOSSES

PARIS, June 20.—The German losses in the fighting between Montdidier and Oise River were estimated at eighty thousand men.

EDITORIAL

THE CREED OF AN AMERICAN

I am an American; born in America, educated in the public schools of America, protected by the American government.

I believe in America, not that there are not other nations with admirable features, worthy of their people's allegiance, but for me America is the best country on earth. I believe in her fundamental principle. "All men are created free and equal and have the right to life, liberty and pursuit of happiness." I love her institutions; I believe in her people, in their desire for the best and their ability to realize it in their life.

I believe it is my duty to support America in everything; not to be blind to her faults but to set myself to their eradication; not to expect of my nation any higher conduct than of myself as an individual, but to make my conduct conform to the highest ideals.

I believe in America's world mission, not a mission of conquest and subjugation, but of protection and encouragement of weaker nations, an ally of the stronger nations in every good movement.

I believe the hand of Providence is clearly discernible in America's history and that full recognition and place should be given to God in our national life.

This is not alone a white man's war. all races, creeds, and conditions must unite to defeat the Kaiser. Negro soldiers in France are doing heroic work. Their women at home are doing wonders in the way of organization for thrift, and liberality in subscriptions to public funds. We owe respect to those men who are ready to die for us; we owe respect to loyal colored women!

When the Americans get through with Kaiser Bill, he'll have to eat his vittles off the mantlepiece, he'll be unable to sit down.

SPORTS

THURSDAY'S SCORES

AMERICAN LEAGUE

New York, 1. Washington, 4,
Boston, 0 Philadelphia, 2,
Boston, 3, Philadelphia, 0,
Chicago, 5. Cleveland, 4,
(Ten innings)

NATIONAL LEAGUE

Phila., 4, Boston, 6, (1st game)
(Ten innings)
Phila.. 5, Boston, 4, (2nd game)
Brooklyn, 0, New York, 6,
St. Louis, Cincinnati, (wet grounds)

STANDING OF THE CLUBS

NATIONAL LEAGUE

	Won.	Lost.	P.C.
Chicago	35	15	.700
New York	35	17	.673
Boston	28	27	.509
Cincinnati	23	28	.451
Philadelphia	23	28	.451
St. Louis	20	29	.408
Brooklyn	21	31	.403
Pittsburgh	20	30	.400

AMERICAN LEAGUE

	Won.	Lost.	P.C.
Boston	35	24	.593
New York	31	23	.574
Cleveland	32	26	.551
Chicago	27	24	.529
Washington	28	30	.482
St. Louis	25	27	.481
Philadelphia	21	33	.388
Detroit	18	30	.374

FASHION NOTES

"Woolworth" Sam Brown belts seem to have suddenly become the rage among a certain clique aboard,

By the way, just what are those belts for? Do they enhance one's personal beauty or are they to keep those M. E. uniforms from falling off?

Railroad fares are soaring. Now the Pullman porter must excuse us from paying 25c for two dabs whisk, or we'll be bankrupt.

One of our new Naval Reserve Ensigns put on the glory of gold braid at his tailors in order to give the home folks a thrill. He rang the bell, a little sister opened the door, then shut it with a gasp. Said mother, "who was at the door, dear." Said little sister, I don't know, mother, he talked like brother but he looks like God."

THE FORUM

BADGER FIGHTS

If "badger fights" on board vessels of the navy needed a defense this reply to a "protest against badger fights" would be headed "Defense of Badger Fights".

While the present war is bringing the army and navy more closely together than ever before, evidently some of the army officers, even those of high rank, have much to learn. Didn't their experience in the Philippines with trying to stop Philippino cock-fights show them the futility of trying to interfere with long established customs of the nations. Does anyone think that it would be possible to prevent a clam from being happy at high water or to prevent a Cape Codder from eating aforesaid clam when he captured him at low water.

The navy is conservative but when it does see the reason or necessity for a change, the change is made, as for instance—substituting "right" and "left" for "port" and "starboard" in giving orders to the man at the wheel,

The badger has been on board ship so long that one might as well try to eradicate "Aye, Aye, Sir!" as to do away with our favorite animal and the amusement he furnishes when any stray dog, whether belonging to the Army or not, comes along and the badger is turned loose.

We are proud of our badger,—and while he may be young he is wise and should he see the one who called him "Hunnish"—look out. He does not even need a fish diet to make him fit or fight.

In order that there may be no misgivings as to whether the fight will take place or not, it may be stated on the highest authority [the Captain of the ship] that the fight will take place as scheduled.

We promise that the contest will not cause much bloodshed. As soon as the box containing the badger is opened and he is let out against his opponent—exit the dog to the Happy Hunting Ground! one snip, one dash, a little close work and all is over.

A Conservative.
[Who is not afraid to give his name]

LOST

Red memorandum book, containing a diary and a letter. Return to Y. M. C. A. and receive reward.

THE HATCHET

Published On The High Seas

Vol. 4 | Saturday, June 22, 1918 | No. 7

TEN-SHUN! HERE ARE THE "REGULAH FELLAHS"

Have you noticed that happy go lucky crowd of boys that occupy the starboard side of C deck between frames 115 and 125? Well, just look them over; they wear the Purple and White hat cord and all are members of the Dental Corps, numbering about half a hundred, and have come from all camps in the United States. You will see them playing either checkers, cards, or jokes on one another and having the time of their lives.

Although they boarded the U S.S.—— on the 13th and were assigned to Life Boat No. 13A under leadership of Ole the Swede, better known amongst his comrades as Major, they are not the least bit superstitious and are willing to wager that Old Bill Kaiser will be shy a wisdom tooth or two when their respective officers get started and with the help of their worthy assistants show him that he is not so wise as he thought he was.

They are loud in their praise and appreciation of the many Jackies aboard and have remarked numerous courtesies shown to every individual lad aboard that wears the O.D. uniform of Uncle Sam. They think the Skipper has a crowd of intelligent, sociable and clean-cut sailors.

ORDER

Beginning Sunday noon, June 23, until we arrive in the harbor each person on board is required to be completely dressed at all times and is to remain on deck as much as practicable. Life-preservers and filled canteens must be worn or carried so that in case of alarm each person can go direct to his station. While on deck each one is to consider himself a lookout and is to report anything sighted through the nearest lookout.

Visiting between Army and Navy officers is prohibited. The latter are to be in their rooms or near their stations as far as practicable.

Captain, U. S. N.,
Commanding.

SACRED CONCERT PROVIDED FOR SUNDAY

SUNDAY AT 1:00 P. M.

1. March - - - - Religioso
2. A. - - - - Lead Kindly Light
   B. - - - - Happy Day
3. Solo Holy City (Euphonium Solo)
4. Intermezzo From Cavalleria Rusticana
5. March - - - - The Convoy

SUNDAY AT 6:30 P. M.

1. March - - - - Prepared
2. Spanish Waltz - - La Albuera
3. Blues - - - - Kansas City
4. A Slippery Rag - Miss Trombone
5. Jazz - - - - 12th St. Rag

CHURCH SERVICES FOR SUNDAY

The Soldiers Church.
B on Hand.
At After Hatch C Deck.
11:00 A. M., Sunday.
Subject:—A Real Soldier.
Special Music.
Chaplain R-

The Khaki Church
See side of C Deck, Amidship.-11:00 A. M.
Let us watch the submarines together.
Subject:—The Best Preparation For War.
Chaplain Mc.

Friendship Mission.
D Deck, Aft.-11:00A.M.
Special Service—All Welcome.
Well Known Choir to Sing.
Sermon:—"Spiritual Food"
Chaplain E. A. L. and Ship's Chaplain

Church of Still Waters
Crew Space F 4, 7:30 P. M.
A Quiet Evening Hour of Rest and Worship for the Crew.
Chaplain of the Ship.

The Old Home Church
Main Mess Hall, 11:00 A. M.
The Songs You Love.
A Message from the Old Book.
Chaplain B.

Seamens Church Service
A Deck, 10:30 A. M.
Chaplain E.

"This space and column for hymns arranged and paid for by a group of men interested in the social application of the Gospel."

RADIO REDUCED

Little Important News of the Western Front Released for Some Time--It is Thought Big Events May Be Pending.

For the past week the ship's radio office has been receiving news only of the situation in Vienna, the Austro-Italian front, and scattering raids in the western area. Evidently the presence of German submarines at large on the Atlantic has lead the government to release but a portion of the news in its possession. We all await with considerable interest and anxiety for the time when we can pick up again the threads of the accounts of the big battle concerning which last Saturday's papers carried these headlines: "Germans again beaten to a standstill; Oise offensive ends in a costly reverse; French counter blows turn the scale."

VIENNA RIOTS CONFIRMED

LONDON, June 22.—An Exchange Telegraph dispatch was received from Zurich, Switzerland today confirming previous reports of the serious situation among the people of Vienna. The food supply is rapidly diminishing and the demand for peace is growing stronger. Fifty thousand persons are crying for bread and peace in the daily food riots.

ITALIANS PROGRESS

ROME, June 22.—The Italians and their Allies have not only withstood the shock of the Austro-Hungary offensive, but are bettering their positions hourly.

LONDON, June 22.--The critical moment of the great battle in Italy which began with the Austrian offensive last Saturday has been passed said a wireless dispatch from Rome today.

HUNS REPULSED ON BRITISH LINES

LONDON, June 22.—An attempt by the Germans to recapture lost ground at Merris was repulsed with heavy losses.

LOST

Six keys on key-ring attached to 2 penknives. Return to Y. M. C. A.

THE FORUM

Mr. Editer Hatchitt,
Usually at sea,

Deer Ed.

Whats all this rannykaboo bout badger fitin Betcho I seens many badgers in my time as yur hull navy ever seen flotin barrills which is goin sum What yu no Ed ennyhow bout Happy Huntin Grounds snips an dashes an feedin badgers fishis badgers dont eat no fishis do no good to feed em on navy oficers speshul meenoo Enny kind of a fool dorg can lick enny kind of a fool ships badger and I got ten bits says so.

This brootality talk all tummyrot an I notis that fellow ses hell be at the fiite.

I haint seen the dorg but my ten bits ses enny kind of a pup kin make yur favorit animale squeel I-I-sir quicken yur Cape Codder kin gulp down yur hiwater clam.

I bin in Filipines myself and Ed yu tell yur humbre what sines hisself conservatory and haint fraid of that name that cockfitin is stopped and there haint and never was no Philippinos Their Filipinos what plays basball aint cockfitin Tell him Ed he better do less talkin bout substitootin rite for port an left for starboard an more badger fitin.

Thats me.

Editor, The Hatchet,
Dear Sir,

When I heard the barking of a dog today on deck I stepped out to look over the creature that is soon to meet the badger. As soon as I saw the pup I determined to add my protest to the one recently published in your columns.

But if our protests go unheeded I wish in the interests of all fairness and sportsmanship to offer to draw the ferocious fangs of the badger.

Thanking you for this opportunity, I remain,

Very truly yours,
The Ship's Dentist.

Odds are now five to one on the badger in the coming fight.

FOUND: A small bottle of Humphrey's homoeopathic No. 26 pellets for Seasickness. Presumably lost on the deck by an Ensign. Owner may obtain the same by proving need for them.

SPORTS

FRIDAYS SCORES

NATIONAL LEAGUE

Brooklyn, 1.	New York, 0
Pittsburg, 3.	Chicago, 0
Phila., 10.	Boston, 6
St. Louis 7,	Cinciunati 6

AMERICAN LEAGUE

Boston 13,	Phila., 0
Cleveland, 3	Chicago 1
Washington, 3	New York 2
	(13 inings)

Detroit, St. Louis,—Wet Grounds

STANDING OF THE CLUBS

NATIONAL LEAGUE

	Won	Lost	P. C.
Chicago	35	16	.686
New York	35	18	.660
Boston	28	28	.500
Philadelphia	24	28	.461
Cincinnati	23	29	.442
St. Louis	21	29	.420
Brooklyn	22	31	.415
Pittsburg	21	30	.411

AMERICAN LEAGUE

Boston	36	24	.604
New York	31	24	.560
Cleveland	33	26	.553
Chicago	27	25	.519
Washington	29	30	.499
St. Louis	25	27	.481
Philadelphia	21	34	.381
Detroit	18	30	.372

"TEETH"

About the healthiest thing possible is to walk up and down the deck for a couple of hours and breathe that exhilarating salt air. And to be put down in one of those fragrant berthing spaces aft must be worse than pulling teeth. Speaking of drawing teeth—if those fellows can draw teeth as well as we'll bet they draw their pay, the false teeth factories will soon be in the war industries class.

We have always thought we were going "over" to fight the Hun to death. But in glancing over the passenger list we believe there has been a mistake—it should have been "bite" instead of "fight."

At that, they are a bunch of good fellows and we are all glad they are aboard—but; we are glad we have good teeth.

A nail is being shown around the ship which is said to have resulted from the fusing of several German silver fillings when one of the Army Tooth Carpenters expressed himself after reading the account of the "Woolworth Belts" and an official order concerning the same.

HYMNS

These hymns are printed that Hatche readers may have them for use at churc service on Sunday.

HOW FIRM A FOUNDATION

How firm a foundation, ye saints of th Lord,
Is laid for your faith in His excellent word
What more can He say than to you H hath said,
You who unto Jesus for refuge hath fled

Fear not, I am with thee; Oh, be not dis mayed!
I, I am thy God, and will still give thee aid
I'll strengthen thee, help thee, and caus thee to stand,
Upheld by My righteous, omnipotent hand

MY FAITH LOOKS UP TO THEE

My faith looks up to Thee,
Thou Lamb of Calvary,
Saviour Divine!

Now hear me while I pray;
Take all my guilt away,
Oh, let me from this day
Be wholly Thine!

While life's dark maze I tread.
And griefs around me spread,
Be Thou my guide.
Bid darkness turn to day
Wipe sorrows tears away,
Nor let me ever stray,
From Thee aside.

JESUS LOVER OF MY SOUL

Jesus, lover of my soul,
Let me to thy bosom fly,
While the nearer waters roll,
While the tempest still is high,
Hide me, O my Saviour, hide
Till the storm of life is fast,
Safe into the haven guide,
O receive my soul at last!

Plenteous grace with Thee is found,
Grace to cover all my sins.
Let the healing streams abound,
Make and keep me pure within,
Thou of life the fountain art,
Freely let me take of Thee.
Spring Thou up within my heart,
Rise to all eternity.

It is to be regretted that the boys the Roman Catholic faith will not ha an opportunity of attending a service their own on Sunday. Unfortunate among the number of chaplains on boa for this voyage not one is Roman Catholi It would be well for every boy of the to engage in some religious exercise du ing the day.

THE HATCHET

Published On The High Seas

Vol. 4 Sunday, June 23, 1918 No. 8

SKY PILOTS' PART ON WORLD'S STAGE

Uncle Sam, ever thoughtful of his many nephews, has now seen fit to provide them with teachers for their spiritual well being. A generous provision was made in the ratio of 1:1000 and to special training camps went the men who were, in the future, to look after the boys. As one result of all this we have with us on board a detachment of pilgrims easily recognized by the religious insignia on their collars. All were attendants at the same training camp. All commissioned the same day: each and every one of them reported for duty the same place and date; every man of them determined and anxious to do his duty to the best of his ability and to look out for the welfare of his fellow-man. They have a big man's job before them and they appreciate the fact.

As they now take hold of their work among us, we see them doing their share in all lines. Down in the berthing compartments they bravely take their watch ministering to the comforts and adjusting the complaints of the boys whose moral and spiritual welfare they must in the future direct.

It is only by this close association that the end for which they strive can be reached. So with willing hearts and hands they are sharing the burden. Every officer and man is with them in the good work they are doing and for every little extra moment they can put in with the boys they and they only know how much they will be repaid.

A FRESH WATER HERO

To one of the men now on board this ship, a naval disaster would hold less horror than to the ordinary man. He was a member of the crew of the notorious steamer Eastland, which turned over at her moorings in the Chicago River, in June 1914. The young man was attached to the engineer force and escaped the fate of many of his fellow workers by climbing from on the upturned side of the vessel.

BADGER FIGHT TAKES PLACE MONDAY EVENING

In spite of the numerous protests that have been lodged against it, a joint committee, composed of representatives of both the Army and Navy, have made final arrangements to hold the much discussed Badger Fight as scheduled, in full accordance with the wishes of a large number on board.

This bout has stirred up considerable interest around the ship in view of the objections raised to staging the affair, and there is no doubt but that standing room only will be available in the vicinity of the hatch on C Deck Monday night (6:00 P. M.) when the badger is turned loose on the dog. It is to be a finish fight, and no quarter will be allowed.

The badger is of a particularly ferocious species, and it is rumored that he already has several dogs to his credit. It is predicted, however, that those who are so fortunate as to get standing room Monday night will, without a soubt, witness "some" fight.

ODDS EVENED UP

The waiving of objections to the Badger Fight may have been due, possibly, to the fact that a Bull dog has been discovered aboard. At any rate, bets are not now being placed at such odds, even money prevailing.

As yet, the the manner in which or the person by whom the "Bull" was smuggled aboard is not known.

PLANS OF GERMAN GOVERNMENT

Press from England, June 22.—In the Berliner Lokal Anzeiger it was recently announced that owing to inadequate housing facilities in Germany, the government intends to billet the demobilized army at the war's end on private families in villages, towns and cities. But the Lokal Anzeiger regards the proposal as an intolerable intrusion and invasion of German family life and appeals to the goverment to calm the public by withdrawing the menacing announcement.

To date this has not been done and Englishmen regard it as part of the Imperial Government's plan to rehabilitate her shattered population by hook or crook.

"SAILING DEPARTMENT" HAVE BIG SHOW

The Carpenter's gang had a hard time Saturday night nailing down the deck over the crew's compartment below them when the "Buttermilk" faction's favorite scored a close victory of applause over the "Clabberites" hero. A seven piece string orchestra held the throng silent and smokeless for several numbers but the interpretative dancing of "Greengrass" and "Windy" shook the fo'c'sle.

The audience grew meditative again when they heard "Memories" by the tall dolichocephalous member of the talent, who later harmonized, to the enjoyment of all, with the possessor of a beautiful tenor voice which had entranced them with the "Beale Street Blues."

The evening program closed with "Mary My Mary" sung for the first time by its composer, and the whole crowd and ensemble joined in the ship's song.

SWISS FEAR ECONOMIC SERVITUDE

Press from England, June 22,—Part of the Mittel Europa scheme of the Central Powers is to make the Rhine available for ocean going steamers up to Lake Constance and by other means to divert Swiss commerce thru German waterways. But French engineers propose a deep water canal between Basle and the Rhone above Lyons which would provide a much shorter route for the Swiss to the open water of the world. This would make the Rhone a rival to the Rhine and direct Swiss commerce thru France to the Mediterranean instead of thru Germany to the North Sea.

SO SAY THE HUNS

German Press, June 22.—From Lord Grey's recent statements concerning league of nations and why Wilson entered the war, it appears that the world rule of Great Britain was threatened and therefore it needed America's help. Wilson entered the war in order to save British dominion from going down, a mere pretext to veil America's real reasons.

EDITORIAL

"LIFE'S SUBMARINES"

Lurking somewhere along the paths of commerce are the submarines, waiting to attack and send to the bottom any unprotected vessel, or even a guarded ship, if they can. How like sin, life's submarine.

In the story of sin's entrance into the world, told in the Book of Genesis, it pictures sin as coming in the form of a serpent. Subtly it let loose its torpedo, sent women to her fall and with her the man.

Sin lurks along our path, hidden, disguised, camouflaged. Beware "Your adversary, the devil, goes about like a roaring lion seeking whom he may devour."

THE Y. M. C. A. GOES ALL THE WAY

The latest departure by the Y War Council has been the placing on board transports of secretaries, who are attached to particular ships that they may become familiar with the workings of discipline and rule in individual commands.

The American Library Association supplies an average of three thousand books per ship per voyage, which, taken to France, replenish the libraries there.

In full support of the Navy Chaplain, programs of music, vaudeville and sports beguile the long and unaccustomed sea-journey. The secretaries assist in the religious services and in the getting up of the ship's daily newspaper when such is published.

The large duty of the secretaries is to "elder-brother" the splendid young men of both Army and Navy, many of whom are for the first time exposed to peculiar and strong temptations and find themselves away from all restraining influences of home and community.

The Huns tried for four days to find the exact location of the American forces. Then, when they got it, they decided they didn't need it all.

ADVERTISEMENTS

COMPOSITORS NEEDED!

Several compositors can be used in the printing office, and all who wish to share in the novel experience of getting out a daily newspaper at sea, are requested to report at this office on B Deck forward.

NOTICE

There are a number of letters being held at the Post Office, Room 149, "D" Deck because of insufficient return address. A list of these names will be posted at the Post Office. Kindly call there and accertain whether any of these letters belong to you. (Signed) Censor.

ADS NOT FOUND IN THE HATCHET

Notre Dame Female Seminary
Paris Garters
Warner's Straw Hats
Butterick Patterns
W. B. Corsets
Belmont and Pimlico Parks.
Al Jolson in Sinbad
Why pay Rent
Catskill Resorts
Dancing at "Kaiser's"
Singer Sewing Machines
Hump Hair Pins
Keely Cure for Alcoholics
Palm Beach Suits
Durand's Riding Academy
Onyx Silk Hoisery
"The Hub" Cravats
Lydia Pinkham's Compound
Mary Garden Complexion Powder

The Ship's Poet

AMERICANS!

Afraid?
How can you think our hearts should quake,
Or fill with dread of sudden death?
We have not come these many miles to make
A coward's grave, or breath a coward's breath.

Afraid?
We crave to play that game whose stake
Is life. We ask no odds nor see
An easy way to win. No gambler's break
We seek. We'll pay the price of victory.

THE FORUM

SURE, WE'LL SEND THE CAPTAIN TO TELL YOU

Dear Editor: May I inquire when we will meet the next Mail Buoy. I was informed that we passed one Friday evening but the gun crews mistook it for a periscope and when they fired, the exploding shell threw the white letters high in air. Now I am sorry that they did that, for I am sure there was one among them from my girl in Highlandtown. Can you tell me when we are approaching the next one, in time for me to mail her some copies of The Hatchet?

TROPICAL WATERS

Beware!

A certain trooper "Say Boss, whas dem black fishes a-follerin' us fo'?"

Lookout "Deys awaitin' fo' some spades to get sea-sick and fall ova'bo'd."

G Deck Tenant

G Deck Tenant who has misplaced his life jacket: "Ah say, Mista' Saila', gib me dat life pahzervah; you is mo' used tuh drownin' dan I is.

A Mild Cathartic

"This mawnin' I went up and got three pills; now, afta dat gun went of, they's no use—I don' need 'em."

Funnier to A Deck than to G Deck

G Deck, temperature 110 plus O. D. wool, plus life preserver and canteen—prespiration running down military channels—brought out "Uncle Sam sho' does dress us wahm."

Shore Duty Preferred

"Wha man," he exclaimed, "wha man, when you all get youah self killed on land, wha dere you am, but when you all get youah self killed on water, wha, whar am you?"

Was Jonah an Ethiopian

What dese whales doin' round heah, bo?
Wha' they're waitin' to swallow a dead niggah.
Go 'way, man, a whale can't swallow a whole niggah.
Mah goodness, man, didn't one swallow Jonah?

GENTLEMEN WILL NOT

If you spit tobacco juice, etc., on the floor at home, we would like to see you do it on the decks and boats here. We take pride in having you feel right at home.

THE HATCHET

Published On The High Seas

Vol. 4 | Monday, June 24, 1918 | No. 9

ARMY INSIGNIA BY WELL-KNOWN NAVAL OFFICER

The use of the uniform for fighting men dates back to the famed legions of Caesar. Up to the present war, the uniforms of most nations have been very gaudy. The soldier's dress now has become more somber throughout the world. Anything which would catch and reflect the light or distinguish at a distance officers from men, is dispensed with under war conditions.

The question of visibility has transformed the uniform of not only the British Army but also that of the Belgians and of the French, and the enemy's troops use the well-known "field gray."

The field uniform of the United States Army is khaki or "olive drab." Puttees, leggins, or boots are worn.

The undress cap of the Army Officer is the same for all ranks. An overseas fore and aft hat has just been adopted. The hat for General Officers has a gold piping; for other officers, pipings of various colors to represent their respective corps. General Officers in field hats are distinguished by their gold hat cords, while other officers wear the gold and black striped hat cord. Enlisted men wear hat cords of different colors, depending upon the corps to which they belong.

The insignia of rank is indicated on the sleeve of the overcoat. Officers of the General Staff Corps wear under the black braid ornamentation a broad stripe consisting of four strands of black braid. The insignia of rank of officers, in service uniforms, is worn on shoulder loops made of the same material as the coat. All officers wear a brown stripe around the cuff of the coat. Officers' collar ornaments are made of bronze, which are worn on each side of the collar. Enlisted men wear the button insignia on the service coat—the branch of service being indicated by a button on right side of collar, and the unit on left.

CALLED TO LOOKOUT AT 2:00 A. M.

"Go way Mistah, ah doan see how I c'n fin' any peer'scopes dis mawnin 'less dey cum up close an' say, 'Heah I is.' "

MALLTERE REVIEWS LATE OFFENSIVE

British Press. June 23.—In a recent article General Malltere, the distinguished French strategist, reviews the first stage of the great German offensive. So far as Ludendorff's scheme met with success, it was due to the want of coordination between the British and French staffs. But, on the whole, the project has failed to achieve its object.

"On April first, if the strategic plans of the Germans had been realized, we should have seen the mass of their armies crossing the Somme between Picquingny and Corbe, and the Ancre between Albert and Arras, and a decisive battle fought in the neighborhood of Doublens, while the French Armies would be hurling themselves against the Crown Prince's defense line between Breteuil and Noyon. But this did not happen. The Germans were holding, with great difficulty, Noyon, Roye, Montdidier and Albert. Amiens was not taken. They had failed before Arras. The Anglo-French front remained solid. The first phase ended April first. None would deny the tactical success of the Germans but their strategical failure was equally evident. The British army was neither outflanked nor discouraged, or disorganized.

"The French Army remained in liaison with the English Army and successfully resisted the Germans."

BALKAN DISSENSION

BRITISH PRESS, June 23: Germany's uneasiness over the dissension of her Balkan Allies was plainly revealed by Kullmann's speech in the Reichstag on Friday. He had to admit that both Turkey and Bulgaria are dissatisfied with the Peace of Bucharest. Evident anxiety for Bulgarian action in the future leads him to declare that the arrangement set up in the northern Dobrudja was only temporary and that the district was bound to Bulgaria by historical and national ties. At present Germany is so much afraid of the defection of Bulgaria that she prefers the risk of annoying Turkey.

LARGE CONGREGATIONS ATTEND SERVICES

Five church services crowded five different corners of the ship simultaneously on Sunday morning when multitudes gathered to honor the Lord of the seas and dry land. The Seaman's Church, the Khaki Church, Friendship Mission, The Old Home Church and The Soldier's Church were all filled to capacity to hear the inspiring addresses of the chaplains and to unite in singing the hymns that were familiar in the homeland. It is conservatively estimated that the total attendance approached 2,500 men.

The Band contributed to the general Sunday atmosphere that prevailed over the ship, with a concert at one o'clock.

In the evening, after a second band concert, the boys of the crew gathered in their compartment forward, and listened to an excellent address by the chaplain of the largest army group on the ship.

LORD GREY'S PAMPHLET

BRITISH PRESS, June 23.—The German comment upon Lord Grey's recent pamphlet raised a series of deliberate falsehoods. It asserts that "Grey says plainly that Wilson entered the war only in order to prevent the loss of British world domination." There is not a single word in Grey's pamphlet to that effect. It is a stupid fabrication since the text of Lord Grey's essay will be read by tens of thousands of people in every neutral and Allied country and a good many copies will no doubt get into Germany. Equally untrue is the further remark that "for Grey this League of Nations is only an Anglo-Saxon economic trust for the throttling of foreign competition." Lord Grey, who has always been the strongest member of the English Free Trade Party, does not even hint at the throttling of foreign competition in the interest of a British trade policy. Lichnowsky's revelations testify to the late British foreign secretary's integrity.

Eiffel Tower, Erance, June 22.—"The artillery duel has been intermittent on some points of the day's front but it has been unusually calm everywhere else."

EDITORIAL

PIPE DREAMS

Sunny France
Dicken's England
German Gemuethoichkeit
"Peace" in Russia
Venetian Gondolier
The Monroe Doctrine
Watchful Waiting

Bromo Seltzer
Oxford Lake
The "Dreamland"
Martha Washington

In times of scare—"Stand steady boys!" Like your brothers of America, France and Britain who face fearful odds, school yourselves to "look into the bright face of danger, smiling and unafraid."

FINGER FRENCH

He ate in the hold all the way over. He saved his money for a great feed. Somewhere not far from the coast of France he entered a cafe, with an ambition to become an epicure in French food.

Garcon handed him a long mysterious menu. He was too much Yank to appear ignorant of French, so he pointed to the first item. The waiter bowed, smiled, disappeared and returned with a bowl of soup.

Yank pointed to the second item. Garcon returned with a bowl of another soup. The third attempt at finger French brought a similar result so Yank ran his digits down the menu. Garcon returned this time with a fine layout of food. Yank looked, sighed and said, "Can you beat it? I'm full of soup."

"FLEET"ING THOUGHTS

Seamanship
Good fellowship
Lordship
Worship
Ownership
Craftsmanship
Stewardship

A shipment 'tis if it goes by car, but a cargo if it goes by ship.

THE WAY 'TIS IN THE ARMY

"So you were in the battle of the Marne?"

"Yes, ma'am," replied the tramp.

"What can you tell me about the great fight?"

"Not a word, ma'am. I'm on my honor not to reveal a thing I saw or did. That's a very strict military rule."

SPORTS

The junior Y. M. C. A. Secretary visited the Editorial Office this morning and exhibited a huge roll, which he informs us is being held as the result of a difference of opinion over the badger's fate tonight.

BADGER FIGHT
TO-NIGHT
6:00 P. M.
AFTER HATCH---C DECK

NO SCORES PUBLISHED
NOT RAIN—TOO MUCH WATER

A decision has not yet been reached on General Crowder's "work or fight," in so far as applicable to professional baseball. But this is not the reason for the sudden termination of baseball news in The Hatchet. For the past two days we have had no radio from "Home," but it is hoped that when we reach our destination the Giants will be working at the same old stand and that all good fans will retain their interest in our National Game.

The Ship's Poet

PASSING THE BUCK

The Colonel tells the Major
When he wants something done.
And the Major tells the Captain
And gets him on the run.

The Captain thinks it over,
And, to be sure and suit,
Passes the buck and baggage
To some shave-tail second "Lieut."

The said Lieutenant ponders
And strokes his downy jaw,
Then calls his trusty sergeant
And to him lays down the law.

The sergeant calls a corporal
To see what he can see.
So the corporal gets a private
And the poor d....d Private's me.

The "untried and mercenary" American troops whom the Kaiser jeered are proving themselves experts at filling Hun graveyards.

THE FORUM

NATIONAL GUARDSMEN DON'T FEEL SAFE

Dear Mr. Hatchet:

Our colored Hawkshaw has discovered that the able and far-seeing casual chaplains are endeavoring to form intimate relations with officers of the now federalized militia. It is conjectured that this studied intimacy will result in some desirable state appointments "apres la guerre." The members of another well represented organization desire to enter a public protest against this unwarranted combination of spiritual and temporal motives and suggest that said worthy personages, if not able to re-enter the graces of their former flocks, resume their present embryonic powers of command in the land of the boll weevil.

Hoping you are the same.

TROPICAL WATERS

A Wonderful Send-Off

Said one lad, "I's the pretties' girl, and I just loves her til I's tired." Another laughed, "Quit fooling yussef boy, that 'ere same girl comes right back to me and I loves her til I is tired, and then I leans out of the window and loves her some more. Why, you was the first in the line tha's all you was."

Croix de la Guerre

First Lad: Dat man sho' must 'a been across and done some fightin' for don' you see the two victor crosses on his collar?

Second Lad: Niggah, dey ain' victor crosses; them men is preachers.

Muchly

"Say dere, is you married?"

"I sure is. I got a wife, a sweetheart and another girl."

John McCormack Speaks

He looked with one eye closed and the the other one going round and round, and said, "Mr. Lieutenant. De Ol' Man sure am calling me." With this he slipped off of the steps, and sure was a sick boy.

Ambition

If we could only get over that hill over there, we could see green trees, streets, green grass. and everything.

From the Camp

A corporal had his squad out for drill; "Put your arms down der niggah; you is supposed to be at 'Attention'." "Get ready for a powahful command! Right around!—Go!"

THE HATCHET

Published On The High Seas

Vol. 4 | Tuesday, June 25, 1918 | No. 10

HOW TO KNOW THE FRENCH ARMY INSIGNIA

With the exception of the African troops, who wear khaki, the French Army is dressed in a uniform of gray blue, helmet or kepi, trousers or pants, puttees, and, in cold weather, a tunic or great coat.

The number of regiment is shown on the collar patch (of the same color as the chevron for the active army and white for the territorial army). The chevron on the collar patch as a rule represents the color of the collar in the uniform previously worn.

The insignia of rank is on lower part of sleeve.

Marechal of France	7 small silver stars
General de Division (Gen. Lt.)	3 small silver stars*
General de Brigade (General Major)	2 small silver stars
Colonel	5 gold bars
Lieutenant Colonel	3 gold and 2 silver bars.
Major	4 gold bars
Captain	3 gold bars
Lieutenant	2 gold bars
Sous Lieutenant	1 gold bar
Adjutant (W.O.)	1 silver bar, red striped.
Sergeant Major	2 broad gold bars
Sergeant	1 broad gold bar
Corporal	2 dark blue woolen bars
Soldat 1 cl	1 dark blue woolen bar
Bugler	red, white and blue bar

*Generals also wear the stars in front of kepi throughout the Army and a dark double piping to breeches.

Chevrons are worn on the right sleeve to indicate wounds—one for each wound.

On the left sleeve the chevrons indicate the number of years at the front. The first chevron indicates the first year and each additional chevron indicate each additional six months.

A Fourragere or Honor Cord is worn by all members of units "mentioned" two times. It is an interlaced cord of green and red if mentioned three times and of yellow and green if mentioned four times or more. One end is attached to blouse or tunic over shoulder, the other end extending to middle of chest.

BULL VS. BADGER BETS BELIEVED IRREGULAR

No Mexican Bull fight or Philippino cock fight ever collected a larger or more enthusiastic crowd than that which gathered around the after hatch on Monday evening at the time announced for the Badger fight. Considerable difficulty was encountered in properly arranging the arena in order to accommodate the view of the largest number of onlookers, and in the meantime, the smell of the caged contestant, which was closely guarded by several trusty sergeants, moved the ferocious canine at the other side of the hatch to much lusty barking.

After the affair was formally announced with proper ceremony, advantage was taken of the late arrival of the commanding officers of the ship and troops, to place a number of bets—six to five on the badger. Real money flashed freely for a while and was promptly covered by the roll which had been collected and placed in the hands of the "Y" man. It is rumored that he mixed some of his own in with it; all this in spite of the fact that the recently found pup proved to be almost entirely "bull".

A fleet and fearless sailor lad was finally chosen from the number of husky applicants to release the caged badger and hold the rope that prevented his escape among the "possum" loving denizens of the after decks. When his arms and wrists had been carefully wound by a medico in attendance with antiseptic bandages, all was in readiness. Bets were closed and the crowd grew silent.

As promised, there was little, if any, bloodshed. The fight has already been described—"one snip, one dash, a little close work, and all is over".

Sh! Sh! Don't tell anyone. We may want to have another fight on a later voyage.

Sergeant: "If yo' all don' shet dat trap of you's, ah'll take yo' name."

"Yo' c'n hab it, boss; it neber done me no good 'cept gettin' me took in de draf."

U. S. NAVY APPROACHES HALF MILLION MARK

WASHINGTON, June 25.—The United States Navy which is made up exclusively of volunteers, including Marines and Reserves, has now passed the four hundred and fifty thousand mark. Secretary of Navy Daniels said that the appearance of German submarines off this coast was followed by a rush to enlist in the Navy. The exploits of the Marines in France stimulated recruiting in the Marine Corps. In the week ending May twentieth a great many men enrolled in the Reserve Force, making a new record in recruiting that branch. In the following week 12,308 enrolled. Returns for subsequent days show that the rush to enlist is remarkable and June is to be a record month by present figures. Since March the Naval Reserve Force nearly doubled its members, increasing from its total of 77,314 to 148,505. On May eighteenth the total was 109,654; two weeks later, 121,615. In less than three weeks the total rose more than one hundred thousand. When relations with Germany broke off only a few hundred men were in the Reserve. Since the declaration of war it has grown from a total strength of 13,692 to approximately one hundred and fifty thousand.

ANTI-U-BOAT INVENTIONS

TUCKERTON, N. J., June 25.—The recent U-boat attacks off the Atlantic coast have been the signal for an avalanche of inventions and novel devices being hurried to Washington by patriotic American geniuses. Many of these of course have been found to be impracticable but in the collection are some valuable devices which will be studied.

NEW NATIONAL ARMY ENROLLS

NEW YORK, June 25.—Four thousand and thirty men left New York alone today for training for the selective service Army. The departure of large numbers of vigorous youths for various Army cantonments is a very frequent occasion here, but today numbers the largest single day since the organization of the National Army began.

MORE 'LIGION WANTED.

Dear Mr. Hatchett:—

I jes wan' take issue about 'trageous tacks these yere fellers who don' know how to do anything cept fill a few holes in our knawers are making against dese men who am tryin' to care for our soles wile the wales am a'lappin' der tales again' de boat.

Some of dese fellers suah tink they am brave. De other mawning one h'ud a snoring about 2 o'clock and wuz the first man to get on deck, for he thot it was the sucrene bloin'. Bout all's thu matter wid dese fellers is dat they am jeleous of dese men. One says, "How can's you luv a man who has no Woolworth belt and don't know nothing bout a hole or cavety."

But I jes wan' to say dat now is de time when a cullud gem'men needs 'ligion in place of a cyuah for de toot'ache. I like fellahs with mo' 'ligion an' less aiah."

SOME SALTY STORY

Like a flash the truth seethed about me. I looked around the dining hall. Slowly but surely the horror of the situation was breaking in upon the scores of other officers, who, but a moment before had sat down calmly and happily to lunch.

The crisis was awful. The very air became charged with the electricity of tenseness. Brave men clamped their jaws that they might not cry out. Seasoned fighters, hardened followers of the sea, sat stunned, stupified, helpless.

The calamity was frightful. Only by degrees did the enormity of the catastrophe dawn upon the minds of these men, the pride of their great country. Many closed their eyes, as if in prayer, and shuddered. Perhaps they hoped to think other thoughts by so doing. The impending crash was terrible to contemplate.

But not for long could the horrible situation be hidden. The truth of the ghastly matter must out. There was a simultaneous stir throughout the dining hall. Men seemed to be regaining their senses. Like those who have seen and learned the worst, knowing that nothing more fearful can happen, their minds began again to function.

Each turned to his neighbor. "Can it be true?" they whispered. "Can such an outrage be perpetrated in the twentieth Century?"

Yes, there could be no doubt about it now. The cook had put too much salt in the soup.

WHAT YOUR MONEY IS WORTH

FRENCH COINS

5 Centimes	Copper	—About 1 Cent
10 Centimes	Copper	—About 2 Cents
25 Centimes	Nickel	—About 5 Cents
50 Centimes	Silver	—About 9 Cents
1 Franc	Silver	—About 18 Cents
2 Francs	Silver	—About 36 Cents
5 Francs	Silver	—About 90 Cents

FRENCH PAPER MONEY

50 Centimes	—About 9 Cents
1 Franc	—About 18 Cents
2 Francs	—About 36 Cents
5 Francs	—About 90 Cents
10 Francs	—About 1 Dollar 80 Cents
20 Francs	—About 3 Dollars 60 Cents

The value of exchange in English money is: 1 Cent, 1 Ha'penny; 2 Cents, 1 Penny; 12 Cents, 1 Six Pence; 24 Cents, 1 Shilling; $4.90, 1 pound.

EVER FISH FOR THESE?

Acanthoptherygil
Loricariid
Malapterurus
Etheostomoid
Cœlenterata
Nemichthys
Acalephan
Nematognath
Chirocentrodon
Malacopterygian
Paralichthys
Namaycush
Lepidosiren
Chondropterygian
Phlagiostomid
Platophrys
Pleuronectid
Aphredoderid
Hypostomidon
Goniodontidion
Elasmobranchiate

THE WAIL OF THE SUB

I am a German submarine,
Out on my daily raids;
I spy a Yankee ship afloat,
And "double time" my blades.

The Kaiser sends me out to chase
The Yankee from the seas;
I try my best—but what's the use,
A Yankee never flees.

NOTICE

There is a number of letters being held at the Post Office, Room 149, "D" Deck because of insufficient return address. A list of these names will be posted at the Post Office. Kindly call there and ascertain whether any of these letters belong to you. (Signed) Censor.

ARMY INSIGNIA

Editor's Note: The "insignia" articles appearing in yesterday's and today's issues of The Hatchet have been contributed by the author of an authoritative book on the subject. It is suggested that same be made the basis of definite study by all for it will be of use from the hour of disembarkation.

TROPICAL WATERS

Jess Says: Ah won' go back till ah roll dem bones on de Kaisah's front po'ch.

* *
*

Wha boy, ain' yo' all happy cause ob de wah? Ain' you makin' de woild mo' safah fo' d'mokercy? Besides yo' ridin' on dis fine boat. Wha boy, it'd cost yo' mo' to take dis ride dan yo'd git fo' dat ol' mule ob yours back home—an boy, yo' cud'n never hobo ovah on dis boat.

* *
*

Do yo' all think you is a cook? Wha de hardes' work yo' eber done was to lub some fat gal.

* *
*

Wha' fo' dis talk about tin hats? Kaisah's bullets can't bus' mah haid.

* *
*

Yo' all go ovah de trench first. Ah's de cook—Ah follers wid de dinnah.

* *
*

Look dar, at the lot of little peeps dat highly culled boat on the po't side hatched out las' night.

TURKISH WAR AIMS

BRITISHPRESS, June 25.—The Turkish war aims include the domination of the Black Sea and all countries bordering that sea, with the return of Palestine, Egypt, and Crete.

ANOTHER ATROCITY

BRITISH PRESS, June 25.—The "Ame Belge" gives an account of some atrocities at Charleroi. Nineteen persons—women, merchants, a priest, a railway official were tried for spying on the movements of German troops. Six of them were condemned to death but their relatives were not told their names. Not until after the bodies of the victims were brought out after the execution was it possible to know who were killed and who were spared. Extended cruelty like this leads Mr. Taft to declare there can be no peace till the the barbarous nation which commits such crimes is crushed to the dust.

THE HATCHET

Published On The High Seas

Vol. 4 Wednesday, June 26, 1918 No. 11

EDITORIAL

AN APPRECIATED CORRECTION

—which we gratefully acknowledge, from one whose experience leads us to believe that he ought to know.

In referring to well-known American interests in the Pacific, spell: "Philippine Islands," or "The Philippines:" "Philippinos," incorrect; "Filipinos," correct.

THE LAWS OF THE NAVY

Contrary to the usual practice of The Hatchet in confining its columns as far as possible to original contributions from men on the ship, it has been decided because of repeated requests, to publish for the pleasure of all the readers of this number, "The Laws of the Navy," written by Captain Hopwood, R. N.

AS SUBMITTED!—

—by the much appreciated composer of "ON! the U. S. S.———.

By A Mesetendent
Side by Side & Step by Step
Marchin all together
From the Camp to the dugout trench
AmeriCan brave fightin Soldiers
We are Sailing day by day
Taking the Jolly Boys overthere
They are goining to Bring the Kisar to
A Squir

And in God we hope to gain
Humanity & Sweet peace again,
Father, Mother, family & friends
please pray
for Those who are in the trench,
So that when peace Shall be proclame
They may return back home Safe again

Captain Scarborough of the Naval Cavalry is experiencing considerable difficulty in attaining properly trained personnel for his troop. He is extremely anxious to get hold of men competent to shoe his sea horses.

Some of our soldier friends may be seasick. The food aboard downs easy because it is so good. For the same reason it comes up hard; the stomach hates to part from such excellent grub.

HOW TO KNOW THE BRITISH ARMY INSIGNIA

The new British uniform is of khaki of a little darker material than our olive drab. The tunic is built like a shooting coat with a fold-over collar, breast pockets and very capacious side pockets which are intended to carry things in. A colored khaki shirt and tie are, worn. In the line the insignia of rank are usually worn on the cuff of each sleeve,

General officers, officers of the guard and some of the colonial regiments continue to wear the insignia on the shoulder straps.

General and staff officers may be distinguished by the red band around the cap and by the red tabs on the lapel of the coat. There is also a certain amount of gold braid and embroidery above the cap visor, hence the familiar term, "Brass Hat."

Field Marshal: crossed batons within a laurel wreath, and crown above.

General: cross sword and baton, and crown and star. Lieutenant General: crossed sword and baton and crown. Major General: crossed sword and baton and star. Brigadier General: crossed swords. Colonel: four stripes or rings and a crown and two stars. Lieutenant Colonel: three stripes or rings, a crown, and a star. Major: Three stripes or rings and a crown. Captain: two stripes or rings and three stars. Lieutenant: one stripe or ring and two stars. Second Lieutenant: One stripe or ring and one star.

Non-commissioned officers wear chevrons (points downwards) on the upper right arm.

A lance corporal or acting bombadier 1; Corporal 2; Sergeant 3; color sergeant 3 chevrons and crossed colors; staff sergeant 4 chevrons.

On the lower part of the left arm chevrons are worn as "good conduct badge.

A sergeant major is dressed as an officer except that he has a crown on the lower part of the right elbow. There are also badges of proficiency, such as crossed rifles for marksmen, a spur for rough-riders, etc.

Corps, departmental and regimental badges are worn on the lapels of the coat.

Spurs are worn by all field officers including captains who are double-company commanders, except undress when "Slacks" (trousers) are worn instead of breeches and boots or puttees.

The Sam Browne belt is habitually worn except in quarter or at mess.

POLICE COURT NOTES

Two of the ships crew are now awaiting trial by court martial for mailing uncensored letters for soldiers, and for giving names of ports visited in France, number of troops on board, other ships in convoy, etc., in "private" letters. No letter is private—these days when Uncle Sam is seeking the dispenser of unlawful information.

Several of the ship's company are awaiting confinement on bread and water for smoking below decks. The danger of fire at sea should be a sufficient warning, but it isn't.

One officer passenger is now under arrest for flashing a light where it could be seen on deck.

Anyone, regardless of rank, who sees anyone showing a light on deck has been ordered by the Captain to arrest such offender whoever he may be.

MUCH OBLIGED, MR. KAISER

With the Hun water reptiles active on both sides of the Atlantic and more or less evident all the way across, there cannot help but be some concern as to what the next minute may bring forth. The feeling that at any moment the monotony may be broken by a German mine or torpedo gives to ocean travel a soupcon of enlivening spice. But even this serves to illustrate the adage, "It is an ill wind that blows nobody good." Unwittingly Von Turpitz and the Kaiser, in supplying this constant element of danger, have provided a handy means of training by which the new recruits amongst us are cured of "buck-fever" before being landed on the other side.

THE LAWS OF THE NAVY

Now these are the laws of the Navy,
Unwritten and varied they be;
And he that is wise will observe them
Going down in his ship to the sea:
As naught may outrun the destroyer,
Even so with the law and its grip,
For the strength of the ship is the Service
And the strength of the Service, the ship.

Take heed what ye say of your rulers.
Be your words spoken softly or plain,
Lest a bird of the air tell the matter,
And so ye shall hear it again.
If ye labor from more until even,
And meet with reproof for you toil,
It is well—that the guns be humbled,
The compressor must check the recoil.

On the strength of one link in the cable,
Dependeth the might of the chain.
Who knows when thou mayest be tested?
So live that thou bearest the strain?

When the ship that is tired returneth,
With the signs of the sea showing plain,
Men place her in dock for a season,
And her speed she reneweth again.
So shalt thou, lest perchance thou grow weary
In the uttermost parts of the sea,
Pray for leave, for the good of the Service;
As much and as oft as may be.

Count not upon certain promotion,
But rather to gain it aspire;
Through the sight-line end of the target,
There cometh perchance a miss-fire.

Can'st follow the track of the dolphin
Or tell where the sea swallows roam;
Where leviathan taketh his pastime;
What ocean he calleth his home?
Even so with the words of thy rulers,
And the orders those words shall convey.
Every law is as naught beside this one—
"Thou shalt not criticise, but obey!"
Saith the wise, "How may I know their purpose?"
Then acts without wherefore or why.
Stays the fool but one moment to question,
And the chance of his life passeth by.

If ye win through an African jungle,
Unmentioned at home in the Press,
Heed it not, no man seeth the piston,
But it driveth the ship. none the less.

Do they growl? It is well. Be thou silent,
So that work goeth forward amain;
Lo, the gun throws her shot to a hair's breadth
And shouteth, yet none shall complain.
Do they growl and the work be retarded?
It is ill, speak, whatever their rank;
The half-loaded gun also shouteth,
But can she pierce armor with blank?

Doth the paintwork make war with the funnels?
Do the decks to the cannon complain?
Nay, they know that some soap or a scraper
Unites them as brothers again.
So ye, being Heads of Departments,
Do your growl with a smile on your lip,
Lest ye strive and in anger be parted,
And lessen the might of your ship.

Dost deem that thy vessel needs gilding,
And the dockyard forbear to supply;
Place thy hand in thy pocket and gild her,
There be those who have risen thereby.

Dost think, in a moment of anger,
'Tis well with thy seniors to fight?
They prosper, who burn in the morning,
The letters they wrote over-night;
For some there be shelved and forgotten,
With nothing to thank for their fate,
Save that (on a half-sheet of foolscap)
Which a fool "Had the honour to state---."

If the fairway be crowded with shipping,
Beating homeward the harbor to win,
It is meet that, lest any should suffer,
The steamers pass cautiously in;
So thou, when thou nearest promotion,
And the peak that is gilded is nigh,
Give heed to thy words and thine actions,
Lest others be wearied thereby.
It is ill for the winners to worry,
Take thy fate as it comes with a smile,
And when thou art safe in the harbor
They will envy, but may not revile.

Uncharted the rocks that surround thee
Take heed that the channels thou learn,
Lest thy name serve to buoy for another
That shoal, the Courts-Martial Return,
Though Armor the belt that protects her,
The ship bears the scar on her side:
It is well if the court shall acquit thee;
It were best hadst thou never been tried.

Now these are the laws of the Navy,
Unwritten and varied they be;
And he that is wise will observe them,
Going down in his ship to the sea,
As the wave rises clear to the hawse pipe,
Washes aft and is lost in the wake,
So shall ye drop astern, all unheeded,
Such time as the law ye forsake.

THE HATCHET

Published On The High Seas

Vol. 4 Thursday, June 27, 1918 No. 12

HOW TO KNOW THE GERMAN ARMY INSIGNIA

With a few exceptions stated below, all armies are dressed in gray (feldgrau), a cap or covered helmet, a tunic, a great coat, trousers or pants, long boots (worn over or under trousers) and shoulder straps with regimental number or monogram edged with various colors or state colors (one year volunteers). The great coats are sometimes of dark blue.

The new German field uniform has a preeminently German appearance and is very popular. The pocket is set diagonally in the skirt of the blouse or tunic and is placed inside, so that even if bulging full the appearance is good. The collar is a falling collar which can be turned up for warmth. The color is of field gray and field green, so as to promote invisibility. The American system of insignia is unknown to the Germans, who secure the differentiation by the color of the buttons, style of caps, color of the facings and the pipings, etc.

The colored pipings and facings do not destroy the invisibility, as might be surmised. On the contrary, the colors retained, adapt themselves to the terrain where the vegetation is never of an entirely uniform color.

Cap-bands are often gray colored. Staff officers wear a carmine band to cap and broad carmine trouser stripe.

Infantry: The uniform of the infantry is as given above, with an edging according to corps. The cap band is red or gray colored.

Jager and Schutzen (Rifles): These troops are dressed in gray green with a green strap edging and wear a shako instead of a helmet. The cap-band is red or gray covered.

Cavalry: Stand up collars are worn. Lancers (Uhlans) and Hussars wear special cut tunics and special headdress. The edging of shoulder strap varies in color, but the dragoons have a single and the cuirassiers a double edging. The cap bands are of various colors.

Field Artillery: The field artillery wears a black piping to the collar, red grenade on shoulder strap, brass buttons (white metal in guard corps) and a black cap-band.

Engineers: The engineers wear a black piping to the collar, no grenade; white metal buttons and a cap-band of black.

Train: For the train the edging to the collar and tunic is of blue. In the supply department it is crimson. The cap-band is of blue.

Medical: The medical corps wear a red edging to a blue collar patch and a cap-band of black,

Veterinary: The veterinary wears a red edging to a black collar patch.

Guard regiments wear two four-inch tabs of braid on either side of the collar and white buttons. The shank of sidearm tassel shows the number of battalion; on the top and bottom, the number of the company: 1, white; 2 red; 3, yellow; 4,blue; 5, green.

Landwehr: The Landwehr wear a cross on head-dress; caps are now mostly all gray.

NOUS SOMMES ICI.

Two weeks ago it was "Over There!" Now we are "Over Here," in spite of the perils of war and of the deep. Many of the precautions taken may have seemed unnecessary, but no precaution is too small to be overlooked. "It never does to underrate the enemy," is a military axiom.

The spirit and also the manner in which those on our present passenger list have assisted in taking all precautions that could be thought of, and in carrying out the various ship's duties which fell to their lot, will be a pleasant memory.

If they carry out the desires of their leaders, for each one on board has some leader, if they carry on when on on the firing line as well as they have done on board here, under their capable commander, the result of the war will be decided all the sooner for their efforts, which will have only one result, "Victory!"

Captain U. S. Navy,
Commanding.

MERCI ET AU REVOIR

We are fortunately so constituted that our greatest hardships, in retrospective, frequently assume a humorous aspect. The discomforts and perils of the danger zones are now fit subjects for jokes. Nevertheless, we know that the dangers were real, and that, had this convoy been in less skillful hands, we might not now be the living menaces to Kaiserism that we know we are.

To the Captain and Crew of this good ship we are indebted for both our personal safety and a pleasant voyage, rendered doubly so by "The Hatchet". We are glad to have had the opportunity to become better acquainted with our brothers of the Navy, and hope they like us half as well as we like them.

A year ago Uncle Sam's twin war dogs, the Army, and the Navy, were small underfed pups, but they have grown mightily in size and strength, are still growing, and are destined to save humanity by throtling the devasting Teutonic boar.

To our brothers of the Navy, we, the Army, can now only say, God bless you and au revoir.

Troop Commander.

SINGING REGIMENT, N. B.

Troop Headquarters,
U. S. S.———

From: Commanding General,
Troops Aboard U. S. S.———

To: Commanding Officer —th Infantry

Subject: Commendation of—th Infantry

1. Before the separation which will follow the arrival of this ship at the Port of Disembarkation, the undersigned desires to express his appreciation of the gentlemanly conduct and soldierly bearing which has characterized the officers and men of the ---Infantry during the past two trying weeks.

Brigadier General, N. A.

The cockade on the soft front of cap is of red, white, and black, while the cockade on the cap-band shows the state. Thus, Prussia is black and white.

HOW TO BEHAVE IN FRANCE

The following extract from A.E.F. regulations concern all troops landing in France and must be strictly observed.

No officer or man is allowed on top of cars or vehicles.

No officer or man is allowed on the engine or in the compartments set apart for the railroad staff.

No man is allowed to leave the train except at authorized topping places, and then only on order, of the commanding officer.

No beer, wine or spirits will be allowed on the train.

Any man left behind at a station will report at once to the R. T. O. Railway Transportation Officer, or if there is none present, to the Commissaire Militaire.

When train is moving all carriage doors will be kept closed.

Reserve rations will not be touched except on order of competent authority.

Under no circumstances will rations be destroyed, thrown away or given away.

A non-commissioned officer will be designated for each car or compartment and will be held responsible for the enforcement of these orders.

Bottles or other articles are not to be thrown from the window.

Rubbish will be put under the seats.

The following bugle calls will be used in troop movements: "Assembly," sounded five minutes before command is given to entrain.

"Attention," is sounded five minutes before arriving at the de-training point. A single blast is the signal to entrain.

No officer, soldier or civilian is allowed to join the train without written authority from the Railway Transportation Officer.

In cars carrying horses, one door will be kept closed.

No one will be allowed on the running-board while train is in motion.

No braziers or fires whatever are allowed in railroad vehicles.

Men will not leave the cars without permission of officers. When permission to leave is allowed, limits will be prescribed. Men may be allowed to purchase food, etc., en route, but under the supervision of an officer or non-commissioned officer. Men will be formed in column of files before buffets, etc., and will be required to move away promptly after making purchases.

L'ENVOI

The port's ahead--the harbor, and 'secure';
Soon we will rest where quiet waters lave
The sacred shore of France.

We did endure one danger all together—
Now we part—
One sails away
Into the western blur that leads back home.
The other sets his heart on 'No-man's-land'
And, fire in his glance, moves to the east
In France—poor bleeding France.

And so, adieu, and au revoir—
We've met, we've parted
And may meet again.
But while we're far apart, good pals,
Remember always you're American.

THE LAST FAREWELL

"Shorty" was eating a sandwich when interviewed but he wants us to say to the readers of "The Hatchet" that he and all the other brave men who have been doing such valint service in the paper's composing and press room, have had a corking good time doing it.

After taking another bite out of his sandwich and being invited to continue, he took the other bite, then began with, "It's been a d—— fine paper:" and ended.

GOD-SPEED!

It has often been remarked that a happy incident of the war is the bringing together of the Army and Navy in comradeship based on mutual respect and confidence. The truth of this has been again brought home by the experience of the present cruise.

Now the time draws near for us to wish "God speed" to these Army shipmates. That they carry along with them our best wishes, goes without saying; but these best wishes are also accompanied by something more difficult to express, something more personal.

The duties of "all hands" do not permit much opportunity for social intercourse. But the saying, "Make an ocean voyage with a man to know him", holds true. We feel pretty well acquainted with the men in khaki and hope that they will carry away as pleasant remembrances as they leave behind.

As for the singing regiment, the good old——, we shall watch you with special interest. We've enjoyed your music and your jokes, and we thank you for them. Your soldier-like qualities, also, have not gone unnoted. It's not the color of the skin that counts but the hearts underneath. These we know are brave and loyal.

Executive Officer.

GERMANY, June 26: Von Kuehlmann in today's speech before the Chancellor and all the State Secretaries said that Burian was a welcome successor to Czernin as Austria's Foreign Minister and also announceds Radoslaw's resignation in Bulgaria.

"Carry On!"

VOLUME V

The sixth trip of the *George Washington* began when she drew out from the piers at Hoboken on July 18th. The passengers on board consisted of the 114th Infantry, the 111th Sanitary Train including Field Hospitals 141, 142, 143 and 144 and Ambulance Companies 141, 142, 143 and 144. There were also on the ship the Headquarters Detachments of the 32nd Division and the 72nd Infantry Brigade, all from Texas, a number of casuals and about five hundred sailors of a naval overseas detachment.

Before the ship left port a new Chandler and Price press was installed in the printing office in place of the old German press which had given so much trouble on the previous trip. Aside from some unexpected difficulty arising from the effect of excessive humidity on unseasoned rollers it gave excellent service in all the months that followed.

Among the passengers Captain C. Canterbury proved to be a former newspaper man of ability and considerable experience. He, together with the ship's chaplain, constituted the editorial board which undertook the publication of the fifth volume of "The Hatchet."

The difficulty with the new rollers mentioned above delayed the complete publication of the first day sheet for twenty-four hours, but with the substitution of a short explanatory article after the first few hundred copies had been struck off the first complete number of this volume appeared as an edition dated July 19–20. Thereafter it appeared regularly.

In this volume line cuts were used for the first time and greatly enlivened the attractiveness of the paper. They had been prepared before the ship sailed by Mr. Igoe of the New York *World* and through his interest presented to "The Hatchet." In later volumes appear similar cuts prepared by Mr. Igoe and others that had been drawn by soldiers en route on one trip afterwards made into cuts in port to be published in following issues of the paper.

Another distinctive feature of the fifth volume was the news value of its contents. On July 22nd came the great news of the turn in the tide of the war in favor of the Allies and the part that the American forces played in it. From that date "The Hatchet" gave full space to all the exciting events that were flashed from Europe and never was its appearance looked forward to more eagerly. The soldiers carried on this trip were very prolific in their contributions to its columns, but the important news left space for but a few of their literary endeavors.

In the ship's printing office the work of the ship's printers was again ably supplemented by volunteers from the troops, namely, E. G. Shook, R. V. Hendrix, F. R. Werst, S. W. White, F. R. Chamberlin, M. M. Hammil, S. E. Lowe, B. J. Rupert, H. M. Pruitt, G. W. Starbuck, L. H. Hicks, G. D. Ambrose, J. H. Reilly, W. R. Cox, W. L. Seaman and J. H. Dickson.

The twelve-day trip ended at Brest at 4:30 p. m. July 30th and three days later the ship turned homeward with one hundred and thirty cripples and wounded on board. August 11th saw her tied up to the docks at Hoboken again.

THE HATCHET

Published On The High Seas

Vol. 5 Friday---Saturday, July 19---20, 1918 No. 1

ON THE ROAD TO FRANCE

By Daniel M. Henderson

Thank God our liberating lance
Goes flaming on the way to France!
To France—the trail the Gurkhas found!
To France—old England's rallying ground!
To France—the path the Russians strode!
To France—the Anzac's glory road!
To France—where our Lost Legion ran
To fight and die for God and Man!
To France—with every race and breed
That hates Oppression's brutal creed.

Oh France, how could our heart forget
The path by which came Lafayette?
How could the haze of doubt hang low
Upon the road of Rochambeau?
How was it that we missed the way
Brave Joffre leads us along today?
At last, thank God, at last we see
There is no tribal Liberty
No beacon lighting just our shores!
No Freedom guarding but our doors!
The flames she kindles for our sires
Burns now in Europe's battle fires!

The soul that led our fathers west
Turns back to free the world's oppressed!
Allies, you have not called in vain!
We share your conflict and your pain!
"Old Glory" through new strains and rents,
Partakes of Freedom's sacrements!
Into that hell His will creates
We drive the foe; his lust, his hates!
Last come, we will be last to stay—
'Till Right has had her crowning day!
Replenish, comrades, from our veins,
The blood the sword of despot drains
And make our eager sacrifice
Part of the freely rendered price
You pay to lift humanity—
You pay to make our brothers free!
See, with what proud hearts we advance—To France.

INITIAL MISHAP TO HATCHET'S NEW PRESS

Saturday Noon---The publication of a newspaper at sea in the midst of local limitations of space, lack of a linotype machine, organization of a new press room force, and unusual atmospheric conditions, is a matter of much greater difficulty than it ordinarily is on land. A new Chandler & Price press was installed just before the ship left port in order to facilitate the work on the paper in every way. But, before the first five hundred copies had been run off, unforseen difficulties had occurred with the new and untried press, which could not be remedied for almost twenty four hours and the complete publication of the first issue has been delayed for that length of time.

CHURCH TOMORROW

10:30 a. m., Main Mess Hall, E3.
4:00 p. m., D deck stern.
7:30 p. m., Crew Space, F4.

MESSAGE FROM THE TROOP COMMANDER

Our country has been at war for over a year and our division has been training almost as long in order that it may be ready to do its part in this great war for civilization. There is not a doubt in the mind of anyone but that it will do its part and do it well. Its men and officers need only to be told what to do and they do it eagerly. It is for this reason that this opportunity is taken to point out some of the things that are now necessary.

We are on our way; on board one of the best transports in the world. Our ship is one of the largest and as steady as a rock, and she is commanded by experienced Naval officers under whom she has made many successful voyages, and will make many more. She carres a great number because the need of American soldiers in France is very great and

(Continued on Next Page.)

AMERICANS CHEER AS THEY GO OVER THE TOP

WITH THE AMERICAN ARMY IN FRANCE, July 18—.American troops went on over the top with a cheer this morning in the launching of the Allied surprise attack on the front northwest of Chateau Thierry. The enemy was taken completely by surprise all along the line. The American troops were brought up in the night together with their French comrades of crack units and lay in their positions until five o'clock this morning. At that hour they marched and French artillery opened up.

The Americans advanced behind a terrific barrage to their objective in less than half an hour.

Don't use your "tin Lizzie" to boil your eggs in. The officers won't appreciate it.

There are times when it is more important to be little pals with the mess sergeant than to be a brother of the colonel.

FIFTH ANNIVERSARY

When a publication bears the caption "Volume 5" at its head, it begins to feel a certain justified pride in both its existance and its age. It is no longer an experiment; it has become an institution.

As The Hatchet greets a new reading public for the fifth time, it does so with a new dignity. It has achieved a recognized position in the Transport Service. Its daily issues have been eagerly read in the many thousands of homes in perhaps every State of the Union, to which the men who read it first on the ship, have sent it. No small proportion of the more than a million troops now in France, have read it day by day on the way across and helped by their valuable contributions to make it a live sheet, reflecting this brief but interesting stage of military and naval life in the service.

For the information of its new readers, it is well to state that The Hatchet is a censored newspaper published daily on this ship while it is on the High Seas and distributed free of charge to every man on board. Its columns are open to every communication that may be published and to such contributions, humorous, pathetic, and poetic, as will make each day's issue an interesting one. Save every copy and send it home.

ORCHESTRA PROGRAM

The program for the concert during the dinner hour in the officers' dining salon this evening will be as follows:

"Some Shape"
"Southern Gals"
"Baby's Prayer at Twilight"
"Darktown Strutters' Ball"
"Down at the County Fair"
"Bunch of Blues"
"A Night in June"
"Levee Hands"
"Hitting the Trail for Normandy"

WILD GEESE AT SEA

Sing a song of sea life;
Ship loads full of men,
Many thousand soldiers brave,
The best U S can send.

And when a battle opens,
They'll all begin to sing,
We want a chance to make him dance,
That blankety German king.

The soldier who picked up russett leather pocket book in E-3 will return to Stateroom 170 if he is an American. Reward.

MESSAGE FROM THE TROOP COMMANDER

[Concluded.]

we must send as many as we can, as quickly as we are able. This means crowding, and while crowding makes us uncomfortable, it does not hurt us. However, to some extent, the discomforts can be lessened by each man doing exactly as he should, and this means discipline.

When our country went to war, the Hun believed we would be of little value to the Allies because he said Americans cannot be disciplined and without discipline an efficient army is impossible. In part, the Hun was right. It does take discipline to make an efficient army. It is the old story again—you cannot break the bundle of twigs because each one does its full part, but you can easily break each twig separately. A body of men can accomplish great things when each one is disciplined and does his part, but without discipline nothing can be accomplished. However, the Hun was vastly mistaken when he said, "Americans cannot be disciplined." We can do anything necessary to accomplish our purpose and we will do it. The recent exploits of our troops in France show them to be splendid soldiers, and we, who are on our way, can do just as well.

SPORTS

THURSDAYS SCORES

NATIONAL LEAGUE

Pittsburg, 0.	(13 Innings)	Phila. 1.
St. Louis 5.		New York, 8.
Chicago, 2.	(16 Innings)	Brooklyn, 3.
Cincinnati	(Rain)	Boston,

AMERICAN LEAGUE

Phila., 1	1st game	Chicago 3
Phila., 4	2nd game	Chicago 3
New York 1	1st game	Detroit 4
New York 1	2nd game	Detroit 2
Boston 3,		St. Louis 6
Washington, 1,		Cleveland, 5

STANDING OF THE CLUBS

NATIONAL LEAGUE

	Won	Lost	P. C.
Chicago	56	26	.682
New York	50	31	.617
Pittsburg	41	38	.518
Philadelphia	38	41	.481
Cincinnati	34	42	.447
Boston	35	46	.432
St. Louis	34	48	.414
Brooklyn	31	47	.307

AMERICAN LEAGUE

	Won	Lost	P. C.
Boston	51	34	.594
Cleveland	48	40	.545
Washington	44	40	.523
New York	43	40	.518
Chicago	39	43	.485
St. Louis	39	44	.467
Detroit	37	45	.451
Philadelphia	34	47	.419

TROPICAL TEMPERATURES

There were many men on board who dreamed last night of palms and cocoanut trees, huge ferns and jungles filled with such animals as live and fight and play in equatorial countries. Others dreamed of swimming parties in hot lakes and bathing in the warm waters of subterranean springs. Still others remembered this morning that their fancies had played with their consciences. These were glad to realize that they were really in the superheated hold of the ship instead of the "eternal lake of fire and brimstone."

But as a matter of fact, no thermometer could be found which would register the heat in Dreamland last night. It was HOT and everybody felt it.

But the world seemed a whole lot better today as the cooling showers from the skies mingled with the salty breezes from the ocean. Respective courages revived and new determination was born. We have got to get over there, cost what it may in comforts, and finish this big job. We are sacrificing a lot to do it, and mere molten atmosphere is not enough to stop us at this stage. Others have done it, and this crack crowd can always go one better.

CHIRPS FROM THE CHERRY TREE

Among some of those with us are many whose life has been spent on the rolling prairies of the great southwest. To many of them the sea has been nothing but a broad expanse of water with a salty taste. Their first breath of the big ocean has awakened in them a desire to see more of the world and especially what lies "over there." Every man in the contingent now aboard seems to be imbued with the desire to get into action as quickly as possible. "This war cannot be ended right unless we get over and help end it," was the naive way one "high private" spoke when asked whether he was anxious to get into the fighting.

"Oh, look we have run aground already!" excitedly exclaimed a land lubber "doughboy" as he leaned over the port rail. The excitement was caused when the soldier noticed some dirty looking bilge water being pumped out of the ship's hold.

The snap of your uniform is not as important as the snap of your breech bolt.

THE HATCHET

Published On The High Seas

Vol. 5. Sunday, July 21, 1918 No. 2

FOR PROTECTION OF LIFE AND HEALTH

Experience gained on previous trips has shown the necessity for certain regulations which must be obeyed exactly and promptly.

There can be no question as to this absolute necessity.

First: It is possible that we may get a torpedo. We must, therefore, learn our drill for abandoning ship thoroughly. Each man must know just exactly what to do and do it at once. There must be no confusion, delay or unnecessary noise. This is important.

Everyone on deck should be a lookout, and when he sights any suspicious object, should report it immediately to the nearest regular posted lookout. Don't be afraid to report anything unusual. There is no such thing as a foolish report—better any number of wrong reports than to miss the one that counts.

Second: This is a dark convoy and this means just what it says. At the prescribed hour all lights, of every kind, every one of them, must be out and stay out. One that is thoughtlessly shown is just as dangerous as one flashed on purpose and may just as well be the means of our destruction. Each and every man must always remember this and be on guard always. If he has a match, a man from pure force of habit may strike it and never intend to do so. It is for this reason that all matches are taken away.

Third: Our health and the absence of communicable diseases is of the next importance. This requires absolute personnel cleanliness. Each man should take a daily wash and shave and keep his uniform clean. Every person feels better when he is clean and neat and this brings us to the next thing necessary which is, that the ship must be kept clean at all times, not cleaned at intervals. To do this we must learn not to make dirt. Trash cans are put about and must be used. The ship should be kept in such condition that a man may sit

(Continued on page two.)

Some target boys—when we get to kickin' Bill's dog around.

AMERICAN COUNTER THRUST CONTINUES

By Radio to The Hatchet

PARIS, July 21.—The assault of the German front lying north of the great Marne river and the Ainse river was continued today. The powerful Franco-American counter offensive which opened yesterday morning has been executed with complete success. Early reports from the battle front indicate that the enemy is being pushed back all along the line of the attack. American troops are acquitting themselves with honor and their dash and courage in every emergency which arises is winning praise from high officers of their Allies. Heavy losses are being inflicted on the enemy and at this hour every indication is that the assault has been a complete success.

In addition to the drive along the Marne and Aisne rivers the Americans in the vicinity of Chateau Thierry, which has been the scene of considerable fighting, are now carrying out a furious bombardment of the enemy front lines. Heavy guns are being used by the Americans and the enemy is being given a touch of what American gunners can do. Many direct hits are being recorded and the loss to the Germans is said to be very heavy.

ROOSEVELT'S DEATH ANNOUNCED BY GERMAN AVIATOR

By Radio to The Hatchet

PARIS, July 21, (By Radio to The Hatchet)—Confirmation of Lieut. Quentin Roosevelt's death during an aerial battle one week ago today near Chateau Thierry was contained in a note dropped by a German aviator in the camp to which Roosevelt was attached, the Journal announced today.

First news that Lieut. Roosevelt had made the supreme sacrifice in the fight for Democracy was published in New York papers last Wednesday. Up to the time the convoy sailed his death was still in doubt. While not officially confirmed at this time, yet the fact that an enemy aviator has dropped a note telling of his death can be taken as being the same as official. It has become a custom among men of the air service to convey information of this kind to airmen of the various countries.

Quentin Roosevelt was only twenty-one years of age and was the youngest son of the ex-president. While not a White House baby, he was born in Washington while his father was assistant secretary of the navy and he was the life of the White House during the time his father was chief executive of the United States.

Three other sons of the ex-president are now in the service of their country. Capt. Archibald Roosevelt has been wounded and presented with the French War Cross. Theodore Roosevelt Jr. was gassed several weeks ago. He is on Gen. Pershing's staff. Kermit has been fighting as a captain in the British Army in Mesopotamia and has been awarded the British War Cross for gallantry in action.

GERMAN RAID FRUSTRATED

By Radio to The Hatchet

LONDON, July 21.—German aircraft tried to raid the southeastern coast this morning, but was unsuccessful.

LILT OF THE LONESOME LOOKOUT

I've heard the fellows talking 'bout the wondrous things they've seen; the camel-flagged vessels and Yankee submarine, and the dirgible airship, and the hydro-planes galore — I've heard them talk about these things and most a hundred more. And last night on the after deck there was a lovely scrap, that sneakin' Jakey Collins got smeared right across the map; and after that Tom Simmons opened up a box of grub that he had carried all the way and sneaked aboard this tub, and then he handed good things out to every fellow there, except to me, and which is why I say it isn't square.

Of course I'm not akickin' but it does seem doggone hard, when anything is going on to be adoing guard. I never get a single chance to see what others see 'cause when I'm off of duty things are quiet as can be. And I will bet if we are hit by subs along the deep 'twill find me standing guard below with ne'er a chance to peep.

LOCATION OF CANTEENS

The men with a lot of money in their pockets have doubtless already found the several canteens on the ship, but for the information of others who have less of a detective sense, the following will be useful to know:

Officers' Canteen, B deck aft on the port side; open, 9:00 to 11:30 a. m. and 1:00 to 4:30 p. m.

Troops' Canteen, E deck at the foot of the forward and after ladders; open 10:00 to 12:00 a,m., 1:00 to 3:00 and 6:00 to 8:00 p.m.

Crew's Canteen, near Small Stores forward; open one hour after each chow.

FUND FOR LOOKOUTS

A campaign is being inaugurated on the ship to raise a fund, by voluntary subscription from the army officers aboard for the lookout who first spots a German submarine and the gun crew which successfully plants a shell in the same. Officers wishing to subscribe to the fund are requested to leave their names and amounts they wish to subscribe at The Hatchet mail box, post office. Quite a respectable sum is expected to be raised for the boys in whose hands the safety of the vessel and the lives of those aboard are entrusted. Should the sub get in the first shot all bets are off,

SATURDAY'S SCORES

AMERICAN LEAGUE

Boston 5, Detroit 1.
New York 2, St. Louis 5. 1st game.
New York 2, St. Louis 3.
Philadelphia 0, Cleveland 9.
Game forfeited to Cleveland at end of 8th inning, because of fans crowding on field.
Washington 6, Chicago 1.

NATIONAL LEAGUE

Cincinnati 3, Boston 8.
Pittsburg 2, Philadelphia 3.
Chicago 4, Brooklyn 6. 1st game.
Chicago 4, Brooklyn 6.
St. Louis 4, New York 6.

STANDING OF THE CLUBS

NATIONAL LEAGUE

	Won.	Lost.	P.C.
Chicago	56	29	.659
New York	51	32	.614
Pittsburgh	42	39	.519
Philadelphia	42	39	.519
Cincinnati	35	43	.449
Boston	36	47	.434
Brooklyn	35	49	.417
St. Louis	34	47	.420

AMERICAN LEAGUE

Boston	53	34	.609
Cleveland	49	41	.544
Washington	46	40	.535
New York	43	42	.506
St. Louis	41	44	.482
Chicago	39	45	.464
Detroit	37	47	.440
Philadelphia	35	48	.422

FOR PROTECTION OF LIFE AND HEALTH

[Continued from page one.]

down anywhere and not have his clothes soiled.

Fourth: The danger of fire and the closeness of the berthing spaces, makes it necessary to prohibit smoking there. Smoking must be indulged in only when and where prescribed. Smoking lamps are provided for lighting up.

Fifth: Economy in the use of fresh water is very necessary. It is the little saving of each man that makes the big saving for all. This economy is very necessary.

Sixth: For our own convenience, we must keep the passage ways, doors and gangways on deck clear. We are crowded and to move about at all requires that this be done. To neglect it inconveniences everyone and interferes with work. In moving about always keep carefully to the right. This is too clear to need comment.

Finally: "The Instructions for Troops," issued to one must be read and studied and obeyed by each officer and man. We must, each and every one of us, be on the job all the time. Forgetfulness does not excuse anyone. Our country expects every one of her soldiers to do his duty and this division is here to do it to a man. THE TROOP COMMANDER

NEPTUNE NOTES

No, boys, the abandon ship drill is not intended for play. Neither will it be play if by chance the drill has to be held in case of reality. Every man should know just exactly where he belongs and what boat he goes in. It may mean life or death for several.

"I thought the Atlantic Ocean was known as the High Seas," said a tall soldier as he hung over the rail with a faraway look in his eyes, "but from the way this boat is jumping up and down there must be some low places or ditches in the ocean."

Commanding officers of units can rest easy in regard to one thing while aboard. They need not worry about any of their men being AWOL on Monday morning.

Big ship, big ship, whither do you float?
All the way to Europe to get the vandal's goat.

FROM "THE GYM RIDER"

Doc says, "lead me to the murmuring mermaids."

1st. Sgt. I'd like to see St. Peter's morning report.

2nd. Sgt. I'd sooner see Old Nick's. It's larger. Gym knows the 2nd. Sgt. is all wrong. Any man who is good enough to die for freedom will be a welcome arrival at the "Place of Many Mansions."

If all of the women lived over the sea what wonderful swimmers these soldiers would be.

They say the jackets will keep one afloat for twenty hours. Pvt. Greasem says that it is longer than he has been in water in his entire life.

A Captain at drill this morning addressed his junior thusly, "Now you have them together, give them a nice talk, tell them it's all imagination, they ain't sick, it's all in their head, it's————————," The Captain paled and then proceeded to throw a good breakfast at least forty yards. Cap wonders why his men all smiled.

AMERICANS FIGHT FOR HIGHWAYS

By Radio to The Hatchet

PARIS, July 21.—(With the Americans Between the Aisne and the Marne.)—The Franco-American offensive is developing into a desperate battle for possession of all important highways from Soissons to Chateau Thierry.

THE HATCHET

Published On The High Seas

Vol. 5 Monday, July 22, 1918 No. 3

VICTORY COMES TO ALLIES

Germans flee across Marne. Crushed by fierce attack. French-American troops rushing forward on Aisne front capture twenty thousand prisoners. Crown prince burning towns and moving supplies back from Chateau Thierry area. Enemy being torn by artillery. Battle grows in violence, allied forces attacking everywhere. British going with French on Marne. No Germans remain south of the Marne except prisoners.

THE HUN ON THE HUMMER

The news, cited above, that the enemy is retreating precipitately on a considerable part of the front so recently gained and at such tremendious cost, is received joyfully by the troops on board, and as an omen of good, for the future. To express the situation in modern if not good United States, the Hun is on the hummer. When a prince of the House Hohenzollern is permitted thus to make an unwholesome spectacle of himself, it may be safely concluded that his father's house is not in good order elsewhere along the line. To make bad matters worse, the despised aud muchly derided Americans are contributing no little to his discomfiture and the success of the Allied arms. It is daily becoming more apparent that the scream of the American Eagle means something in this war.

Troop Commander

THE CLOWN PRINCE, WHO IS NOBLY HEADING THE REARWARD ADVANCE OF HIS TROOPS, ABOUT TWO JUMPS AHEAD OF THE ALLIED FORCES

VICTOIRE DES ALLIES.

Cette nouvelle encourageante a fait fremir d'enthousiasme le cour de milliers de soldats allies, en route pour la bataille, Haut les coeurs! On les aurai----------!

Un Officier Francais.

BUT WHERE DO WE COME IN

The wireless news from the front received during dinner time was the happiest hour to all aboard that has been enjoyed on the trip. The great joy expressed by all officers, soldiers and sailors and all other on board, left no doubt as to the patriotic spirit and laudable purpose of all these men.

The only disappointment expressed by anyone was the fear that the war might possibly be over before this army of men get there.

Some even threaten to go overboard and swim ashore if the convoy does not hurry up. This is only typical of the courage, high character and bravery of the men from the western plains where most of the men aboard hail from. The Kaiser is sure on the run and these boys will help increase his speed. Kaiserism and militarism must be destroyed.

Senator———

NAVAL UNIFORMS AND INSIGNIA

The necessity for "protective coloration" does not apply to the uniform of the Navy. Here the ship, not the man, is the target. The personnel of the world's navies still wear blue or white, depending upon the climatic conditions. Aviators wear "khaki" or "olive-drab" uniform with brass button and shoulder marks, khaki-covered caps, and puttees or leggins. Gold insignia is worn on the left breast, consisting of a winged foul anchor with a shield on the shank of the anchor.

Gold "lace," as it is called, is the principal distinguishing mark of rank for commissioned officers, worn upon the sleeves of the blue uniforms and on the shoulder-straps of the white uniform or overcoat.

An arrangement of stripes, varying in width and number, with either a "star" or colored cloth to distinguish the various branches, signifies the rank of an officer.

This system is closely followed in nearly all foreign navies, a "curl" instead of the star being used in most navies.

The star above the stripes signifies a line officer. Colored cloth between the stripes signifies a staff officer.

The shoulder-marks are utilized for displaying the device indicative of an officer's rank and the branch of the service to which he belongs, when he has on the white or summer uniform, or the winter overcoat.

An officer's rank and the branch of the service to which he belongs is indicated on all other uniforms by the design worn on the cuffs of the blue blouse and the collar device.

The collar device includes the rank device, and the corps device, the rank device being nearest the front. The corps device for all line officers is the silver foul anchor. For instance the corps device for medical officers is a silver acorn leaf embroidered upon a gold spread oak leaf; for pay officers, a silver oak sprig of three leaves and three acorns; medical reserve officers, a gold acorn leaf embroidered upon a silver spread oak leaf, and for dental officers a gold spread oak leaf with a silver acorn on either side of stem.

To be continued

SPORTS

The interest in baseball and boches seems to be lagging in some of the other ships in our company. Local messages "inter nos" and drills are carried on irrespective of the time at which press news comes from Washington and foreign capitals. Consequently all bets on baseball scores and standings must be declared off today.

Let old John L.'s motto be yours: "HIT STRAIGHT-ANDHITHARD-BUTHIT!

The "Pottsdam Butcher" will think we are ALL John L. Sullivans before we're through with him.

Old Kaiser Bill looms up as an added starter now, without even an outside chance.

The ladders for the hammocks may be found in the lookouts. Get in anytime boys.

Wait until Grover Cleveland Alexander goes across and begins to bend Mills bombs over the top. Sweet Pa Tootie!

When the real old American spirit begins to glimmer around that Marne, Kaiser Bill will wish he had George Burns' sun glasses.

LUKE 9:25

* *
*

In spite of the fact that the church services which were held on the ship on Sunday were subject to serious interruptions they were well attended and all who gathered at the place designated enjoyed an inspiring and helpful hour of worship. In the Main Mess Hall at eleven o'clock, the ship's chaplain addressed a large group of the men after a short song service. The band assisted materially at the afternoon service in the after part of the ship. And in the evening the crew met on one of their compartments where an hour of worship was passed to which the Headquarters Quartette and several selected pieces of the band added greatly.

ANOTHER ALLY'S COMMENT:

The brilliant success achieved by the allies in their counter offensive, as reported in the bulletin, will go far to strengthen the morale and re-awaken the enthusiasm of the entente nations. Of our ultimate victory we all rest assured—but the consummation demands of us coolness, absence of hysteria. level-headedness, and above all, that bulldog tenacity, which alone will defeat the scientific preparations and diabolical ingenuity of the modern hun.

An English Officer.

SECRETS OF THE SEA

By Gym

Oh sea with your deep and boundless blue,
I wish that I might speak with you!
I am keen to know of the long ago;
Tell me the story, I wish to know.

Tell me, oh sea, of the nights you've seen,
And the lovers who've loved 'neath the silvery gleam
Of your moon. And sing me your love song
That I may sing as we roll along.

Whisper so softly of the loved ones asleep,
Whose lullaby you sing, in tones so deep
That we stand enthralled, at the ship's strong rail
And gaze far out to a Heavenly Sail.

Oh sea, as you roll to our ship with a kiss,
Tell me—oh, speak out and tell me this:
When will freedom claim you for her own;
When may I look for my brave boys home?

ANSWERS TO CORRESPONDENTS

Ex-Cowboy—The reason the vessel off our starboard beam pitches so, is because she has never been broken.

2nd Lieut.—The word "Bad" on bath room doors doesn't mean they are out of order.

Capt. S. - There is no truth in the scuttlebutt rumor that the reason all flashlights were ordered turned in was that the Gunnery Officer had lost his.

THE HATCHET

Published On The High Seas

Vol. 5 Tuesday, July 23, 1918 No. 4

REPORTS BY PRISONERS CAPTURED BY AMERICANS SHOW GERMAN ARMY IN GREAT CONFUSION

From Three to Five Divisions Practically Wiped Out---Germans Forced Back on Three Fronts---Italians Capture Much War Booty---Hun Version Admits Losses

Czar's Death Confirmed By Germans---Bulgarians Attack Repulsed

(By Radio to The Hatchet)

PARIS, July 23.---The prisoners captured in the recent Allied drive belong to several divisions, and all now appear to have been thrown into great confusion. Among the prisoners brought in by one American unit at Soissons, were fifty-six prisoners identified as belonging to five different divisions.

Of three divisions which have fought this unit, one was put out of action altogether by losses, the second was badly mauled and the third is now fighting with the remains of another division. Such is the plight of the enemy in these districts that three units alone have captured one hundred and twenty-three officers and five thousand and twenty-five men. There were also four hundred and sixty Marines. In guns, a number of field pieces and other booty were taken. In spite of all the methodical preparations taken over their offensive, the Germans only succeeded in the first six days of this effort in giving more ground than they gained and in sacrificing vast numbers of men, in losing a great many prisoners and huge quantities of material, and in severely shaking German morale at home and at the front.

The Times correspondent says it is idle for the German communique writer to speak of having frustrated French attempts to "pierce" this front, for the object of the counter attack desired by Generals Mangin and Degoutte was to relieve the pressure along the Marne. There can be no doubt of what has happened on the southern side of this river, that object having been fully achieved; and everywhere along the three fronts of the salient made by the enemy between Soissons and Chateau Thierry and from Chantilly to Rheims (in which section British troops are fighting) the enemy has been forced to give ground. In this result there participated the efforts of four great nations, The Americans are fighting around Soissons and Chateau Thierry, the Italians and British are advancing from the outskirts of the Montagne de Reims and our French allies are fighting with good old "furia Francesa."

The Italians have captured hundreds of medium sized field and machine guns and thirty-eight mortars, two thousand five hundred rifles, three hundred and eighty-seven carts and considerable stores of ammunition. They have also been able to release some hundreds of Russian and Italian prisoners. Bulgarian forces made a violent attack on the Italian positions north of Monastir Thursday night. The attack was completely repulsed.

CZAR'S DEATH CONFIRMED

GERMANY, July 23.—The reports are now confirmed that former Czar Nicholas on July 16 was shot at Jekaterinenburg. Reasons stated are, the approach of Czecho-Slovanian troops to whom the Czar was not to be abandoned alive because they feared that the Czar would be liberated and his person be used for fostering a counter revolution by them. It is said that the Czarina and her children are alive and in security; their residence is, however, unknown.

ENEMY ADMITS LOSSES

GERMANY, July 23.—The battle along the Aisne and Marne is going on with undiminished violence. Attacks have failed. Between the Aisne and southwest Hartennes the strongest drumfire was inaugurated early this morning and the enemy infantry attacked. North of Ville Montoire parts of the enemy temporarily advanced beyond the road to Soissons. Also Ville Montoire and Tigney were central points of fighting. On the Marne front there was great artillery activity and between the Marne and Ancre the British and French continue sanguinary attacks.

ATTACKS ON RED CROSS INSPIRED BY HATRED

The New York Sun, commenting on reports from German sources that the Red Cross neglects German wounded, which are denied by the State Department, says: "If Lansing expects or even hopes to have Germany deny authenticity for such reports, or more than disclaim responsibility in a manner designed to convince the German people of their truth, he is chasing a pot of gold at the end of a rainbow. The policy and practice of the American Red Cross in the treatment of wounded men are well understood, in Germany as well as elsewhere. Imperial Germany is simply making use of another opportunity to arouse German hatred and is in reality an expression of the fear Imperial Germany feels of Americans,

ALLIED COUNTER ATTACKS

PARIS, July 23.—The Allies counter attacked on the sectors of Crusolles and Bezou St Germain, the French War Office announced today.

WORLD NOT SO BIG AFTER ALL

Despite the vastness and lonliness of the sea, it has proved on this trip to be a very small place after all. At least that is the opinion of six sailors, petty officers who held a glad reunion on deck today. The men were "rookies" together in Charleston, N. C., last winter; had their vacinations and "shots" together, and became close pals during their three weeks detention. Then each went a separate way at a different time, only to rejoin each other on this trip.

It took a long time for the men to give accounts of their experiences since separation. The co-incidence of finding themselves together on the same transport after months apart, struck all the men forcibly.

ANSWERS TO CORRESPONDENTS

BILL JONES—In regard to your query as to whether the lives of the beautiful mermaids are included in the "divers temptations" mentioned in Scripture, we refer you to the chaplain.

PVT. BILL—No, those close fitting things you have noticed embracing the manly forms of the boys are money belts and not corsets. Corsets are only worn by second lieutenants.

JOHNNY—It isn't necessary to wear a gas mask at "drowning drill." You can drown successfully without it.

SELECTED SUBJECTS

Substitutes
Subscribers
Subways
Subalterns
Subpoenas
Subordinates
Submarines

LOST

LOST—A book entitled,"Alice-for-Short," by Wm. D. Morgan. The finder will be rewarded in either cash, candies or cigars [as preferred] on returning above to State-room 161.

LOST—A black bill-fold containing $40 worth of travellers' checks. Finder please turn same in at Y. M. C. A. or executive office.

MONDAYS' SCORES

AMERICAN LEAGUE

Boston 1, Detroit 0, 1st game.
Boston 3, Detroit 0, 2ndgame,
Washington 3, Chicago 2.
10 innings
New York 4, St. Louis 4.
Called on account of darkness

Owing to interference the radio lost the balance of the scores.

FRENCH CLASSES NOW ON

More than fifty officers are attending a class in French which meets daily at 3 p,m. in the officers' mess hall under the instruction of a French officer who has been engaged in this work in the corps for the last six months.

A class for enlisted men of the army has quickly grown to over 250 in attendance. It gathers daily in the main mess hall, E 3 at 1 p. m, and the lieutenant who is the corps interpreter, is the instructor

The opening session of a class for the naval draft found 200 in attendance, It meets daily also at 1 p. m. on A deck aft, or in case of inclement weather, on the lee side of B deck. An excellent sergeant has been found to teach these men.

The Ship's Poet

THE LOOKOUT

The rolling waters swirl in our wake,
As we forge ahead through the night,
And the foam is blown as the wave-tops break;
We gaze 'till our eyes grow tired and ache,
Thru the halfmoon's gleaming light.

In the salt spray flung by the wind's strong blast,
We stand like figures of stone,
No sound but the creak of cordage and mast
And the heaving billows hurrying past—
Each one in a world of his own.

Our thoughts drift off to another day
And the dear ones left at home,
To sweethearts and mother in times that were gay—
(Is that a periscope far away,
Or but wind-tossed spray and foam?)

And thus we watch the long nights thru,
Amid dangers unknown ashore,
No soldiers we, but only the crew,
Caring for thousands of others like you
Till the world is safe once more.

NAVAL UNIFORMS AND INSIGNIA

(Continued from last Issue)

The rank device is as follows: Admiral of the Navy, four silver stars, two surcharged on gold foul anchors; Admiral, four silver stars, but only one anchor; Vice Admiral, three silver stars; Rear Admiral, two silver stars; Captain, a silver spread eagle; Commander, a silver oak leaf; Lieutenant Commander, a gold oak leaf; Lieutenant, two silver bars; Lieutenant (junior grade), one silver bar; Ensign, has only the corps device on the collar; Midshipmen wear a gold foul anchor on the collar.

For all commissioned officers, up to and including Captains, exclusive of Chief Warrant Officers, the device on the shoulder straps is a replica of the device worn on the cuffs of the blue blouse.

The insignia of rank of the Chief Petty Officers is worn on the right sleeve for the deck force and on the left sleve for all other branches, above the elbow, while diagonal "service" stripes (each stripe representing four years, service) are worn on the lower part of the left sleeve for all branches A gold foul anchor, with a silver U. S. N. on shank, is worn on a blue or white cap similar in shape to the officers' cap.

As in the Army, the class of petty officers is indicated by the number of chevrons and his particular branch by the specialty marks.

All enlisted men below the rank of chief petty officer wear a ribbon on the cap with the name of the ship to which he is attached.

Distinguishing marks are worn by seaman and petty officers to indicate some particular accomplishment or knowledge. For instance, a seaman gunner's mark indicates that a man has graduated at the Seaman Gunner School; a Navy "E" indicates that a man is a member of a turret, gun, or torpedo crew that has made exceptionally high scores on record target practice.

A scuttlebutt rumor spread among the boys in headquarters last night to the effect that we were now on the high seas and were very likely to fall off at any moment, was the direct cause of typewriters being transferred from the desks to the deck to prevent damage.

THE HATCHET

Published On The High Seas

Vol. 5 Wednesday, July 24, 1918 No. 5

GERMANS BEING CROWDED INTO POCKET NORTH OF MARNE

Huns Fighting Desperately in Effort to Save Force by Withdrawal to Vesle River ---Franco-Americans Renew Attack Fifteen Mile Front --- Americans Capture Three Towns---Enemy Losses Enormous---U. S. Government Takes Over Telephone and Telegraph

[By Radio to The Hatchet]

BELMAR, N. J., July 24.---The steady pressure of the Allied counter offensive is crowding the Germans into the neck of Soissons-Rheim's salient north of the Marne where the enemy is desperately trying to save three-hundred thousand men by withdrawal to the Vesle river.

The French American forces have renewed the attack on a fifteen mile front from Soissons to the Ourcq River advancing from the west and the south while the British and Italians gained westward below Rheims. Americans captured Buzancy south of Soissons and also Gulchy midway between Soissons and Chateau Thierry, also Jaulgonne on the Marne.

Enemy concentration and communication lines made fine targets, and were bombed on a scale previously unequalled. The French alone dropped fifty tons of bombs on Fismes, Laon, Berry au Bac and Fere en-dardenois, which were filledwith German troops. Many explosions and great fires followed. German artillery is replying feebly, indicating it is being withdrawn or has been silenced. German losses since March 21 are estimated at nearly one million men.

WOUNDED SAMMIES IN GOOD SPIRITS

LONDON, July 24.—The Paris correspondent of the Daily Telegraph writes: "Today I saw a number of American wounded who safely arrived at the old seminary of St. Sulpice. They are a jolly lot for the most part, only slightly wounded, and such their fighting spirit that all are keen to get back into the line." No correspondent has yet discovered a wounded German soldier who is anxious to get back to the line.

GERMANS ADMIT FOCH'S RESERVES STILL ACTIVE

LONDON, July 24—Not so very long ago the German wireless and press announced with emphasis and jubilation that Foch's reserves had all been satisfactorily killed off. Today, however, the German journals that slaughtered and swathed their dead bodies in shrouds of print, find them alive again, and referred to them as though their obituary notice had never been written.

Herr Koertn, the Vorwarts, war correspondent, even goes so far as to say that, "Notwithstanding all its victories, Germany is still fighting against materially numerically superior forces. Also the retention of the initiative has to be newly struggled for daily. Daily, too, the hydra-heads of the Allies' reserves have to be struck off. All our victories are the victories of a defender. The full seriousness of the approaching decision will only be comprehended rightly by him who understands not only what our armies of millions in the West have already achieved, but what has still to be achieved." All the German press seems rather complacent over the situation in France. Only on Sunday General Von A-denne found consolation in the thought that on the other—Marne—front the "cornerstones of the German defence (Soissons and Chateau Thierry) are both held." Since he wrote about defence, one of those cornerstones has passed over to the French. What the Frankfurter Zeitung thinks about things it is impossible to say.

TELEGRAPH AND TELEPHONES TAKEN OVER BY U. S.

WASHINGTON, July 24—President Wilson signed the order, effective July 31, placing all telegraph and telephone control in the hands of Postmaster General Burleson. Burleson, who is head of the Postal Service, assigned the Post Office Department, will broaden the use of telegraph and telephone service at the minimum possible cost to the people, and the service will be improved wherever possible. Burleson said partly, "Difficulties of telegraph and telephone service when out of war, could be overcome only by unity of administration, particularly unification to the use of telegraph and telephone lines. This could not be realized without aid by the government. Under the Presidents order, conditions are changed and greater opportunities are afforded to effect improvements, economies and larger use by the people of these facilities which become the imperative need in every day life. The purpose of the Post Office Department is to broaden the use of the service at the lowest cost to the people, keeping in mind the high standard of efficiency which must be maintained."

The resolution passed by Congress empowers the government also to take control of cable systems, but this action is as yet untaken owing to legal problems. Some of these lines do not touch America.

U. S. NAVAL RESERVE

The uniform for officers and enlisted men of the Naval Reserve is the same as the for the corresponding grades and ranks and rates of officers and enlisted men of the regular Navy, with the following exceptions:

With the white uniform, officers wear the Naval Reserve brass buttons. With the blue uniform, the Naval Reserve design, is worn on the collar in lieu of the corps design.

The cap ribbon of the enlisted men bears the words, "United States Reserve Force."

Officers of the Naval Auxiliary Reserve in time of war, wear the uniform of the steamship company or line on which they are serving, with the Naval Reserve design on the collar of a military coat or on the lapels of a box coat.

Enlisted men of the Naval Auxiliary Reserve wear the same uniform as that of the Navy with the cap ribbon as described above.

BILL MUST PAY

By Gym

Do you love her dearly?
Then be brave.
Do you write to her sincerely?
Then be brave.
Though the voyage may be rough.
And the mess a little tough.
Just be brave.

When we land there'll be a letter,
She'll be brave.
Telling you that you will get her,
She'll be brave.
If you'll only fight your fight,
Through the darkness and the light
She'll be brave.

When triumphant we are through,
Bill must pay.
She'll be waiting then for you,
Bill must pay.
Just now we'll fight like Hell,
Then the Kultur we will tell,
Bill must pay.

Compartments and rooms may seem crowded, but think how crowded the Germans will feel when we begin to make elbow room for ourselves and our friends along the Rhine.

NAVY STRENGTH IS NOW SIX HUNDRED THOUSAND

WASHINGTON,- July 24;- Secretary Daniels announced that there were 503,700 men now in the Navy, In addition to the armed forces, there were 80,000 mechanics and laborers employed at Navy Yards and about 1,000 persons employed in Department Bureaus. This makes the total strength of the entire Naval establishment approximately 594,000.

SIBERIANS DEPLORE GERMAN "PEACE"

LONDON, July 24.—The Times has received a copy of a proclamation addressed to the Russian population by the merchants and traders of Vladivostok. In this document it is stated: "Instead of a peace as promised, Germany is seizing hundreds of Russian towns and whole countries, enlisting our citizens and sending them into Germany to fight against our Allies. Instead of peace we have a fearful internal war."

ALLIED THRUSTS CONTINUING

WASHINGTON July 23.—The new week opens with the Germans retiring over a wide front before the savage counter thrusts of the French, Americans, British and Italians between the Aisne, the Marne and Rheims.

ASST. SEC. OF NAVY TO GO ABROAD

WASHINGTON, July 23.—Travel overseas of Assistant Secretary of the Navy Franklin D. Roosevelt was announced today by Secretary Daniels.

AN EVENING OF MUSIC FOR CREW

Crew Space, F-4, just below the Carpenter Shop will undoubtedly be packed on Thursday evening by 7 o'clock, for several of the musical organizations on board the ship have agreed to give an entertainment. There are two wonderful quartettes, a jazz band and some excellent joy-makers, as many of the troops can testify, and on the other hand, the sailors have a vociferous kind of applause that is all their own,

FROM "THE GYM RIDER"

Generosity is a great virtue. Last night Private Self almost gave Private Broke some smokins.

During a recent excitement a Lieutenant doing bunk fatigue was heard to say: "Gee, kid, we've blowed a tire and we're twenty miles from home."

Now they call it camouflage; when it was in ma's old rag carpet we called it "hit and miss."

Scene: A narrow stateroom.
Character: A fat major.
Hard lines: "Every time I want to change my mind I have to step outside."

When you were a tadpole and I was a fish,
We didn't need any tubs like this.
You'd shake your legs, I'd wriggle my tail,
And right through the endless deep we'd sail.

"The Old Pep, boys!" All for one, one for all and all together for victory.

SOLDIERS' SWEETHEARTS

Millie Terry.
Helen Blazes.
Carrie Flagg.
Eliza Lott.
Eva Bombe.
Flora Hunne.
Mary Hoelle.
Callie Burr.
Cora Menne.
Minnie Werfer.
Chloe Reengas.
Sally Forth.

THE MAIN THING

He'd stolen third, Bill Casey had,
He skinned his hip extremely bad;
An eye was slightly out of place,
For the basemen's shoe had spiked his face
And yet, while doctors bathed his head
"The man is safe!" the umpire said.

PUN FOR THE HUN

In what respect is Germany like Holland?

It is a low lying country dammed about everywhere.

THE HATCHET

Published On The High Seas

Vol. 5 | Thursday, July 25, 1918 | No. 6

HUN PRISONERS NOW NUMBER TWENTY-FIVE THOUSAND

HUNS CLAIM PRISONERS STARVED IN ENGLAND

LONDON, July 25.—Characteristic German attempts to suggest that German prisoners in England are badly treated were unmasked by the Westminster Gazette. It was reported in the Kieler Neugter Nachrichten that a submarine officer stated that while he was in a hospital in England he was grossly neglected and starved so that when he was released after six months he was reduced to skin and bones. As the hospital was named, it was possible for the complaint to be investigated.

The Westminster Gazette writer states: "I find that the hospital in question is fully staffed and that there is general testimony that the principal medical officer was both humane and conscientious and that he and his staff gave the prisoners exactly the same attention as they would have given to British officers in like case. The food was based on the diet of British soldiers supplemented by such patients' delicacies as are given to British soldiers. The officer had every opportunity of making complaints to the commandant, both personally and in writing, but such complaints were few and seldom and no trace can be found of any case at all resembling that reported in the Kiel paper."

This officer was anxious to prove that England is starving in consequence of the work of the submarines. He said:

"A large part of the patients' rations, which was less than the daily ration in Germany, disappeared into the maw of the nursing staff."

As it happened at the time of which he had spoken, the bread ration in hospitals in England was sixteen ounces daily for every person.

A further complaint dealt with "dried fish." This reference to the haddock and kippers which are sometimes given for breakfast and were highly popular among the patients amused the hospital authorities highly.

LONDON, July 25.—The prisoners taken by the Allies in the Marne fighting now number nearly twenty five thousand. It is stated that the burning of stores behind the German lines continues. Elsewhere than in the Marne neighborhood British troops continued their raiding activity yesterday and last night and took a party of prisoners near Bucquoy and Albert.

Speaking in London today, General Snuts said the time was not far distant when the American army in France would be as big as the French and British armies together.

ARTILLERY ACTIVE AT YPRES

BASE HEAD QUARTERS, France, July 24.—Hostile artillery showed considerable activity this morning at the Ypres sector, but there is nothing further to report on 23rd inst. Little flying was possible owing to wind and rain. Great artillery activity occurred between the Marne and the Aisne in the Courton Wood.

NOT YET BUT SOON

Some of the lads suggest a joy ride for Bill—Wot say?

ADVANCE OF ALLIES STILL CONTINUES

LONDON, July 24.—The news from the Marne salient received this morning shows that the progress of the allies has continued, though without the rapidity of the previous day.

This is not a matter of surprise, as the Germans have drawn heavily upon their reserves and over a quarter of the whole of their forces upon the western front were used in the Marne fighting alone. Nevertheless, valuable advances were made in the face of the reckless expenditure of troops by the German high command, and the casualties inflicted upon the enemy are known to have been immense. Yesterday's advances north of Montdidier indicate how completely the initiative has passed from the German command to General Foch. It was referred to in the communique as a "smartly conducted local operation." In addition to the prisoners and the material taken, the advance beyond Mailly-Raineval gave the French an important territorial advantage, for they now hold the heights overlooking the Avre. In this salient the enemy must find themselves very confined as the length of lines only extend 130 miles.

Communication Threatened

The Times correspondent with the French army points out that owing to the lack of good lines of communication, circulation behind the enemy's lines is extremely difficult, both for bringing up supplies and ammunition, and for any movement to the rear. And if the Allies succeed in breaking through at any point in the semicircle of which Fismes is the center, especially on either of the flanks, the state of confusion into which the enemy would be thrown might easily lead to disaster.

Continued On Next Page

AN UNEXPECTED TREAT.

The personnel of the navy officers wishes to use enough space in these columns to express their appreciation for the beautiful and delicious cake that was presented at Wednesday evening's mess by Private Lambeth of the Bakery Company on board. It was wonderfully iced with a figure of Uncle Sam on the top side—truly a feast for the eyes as well as to the taste. After its appearance had been admired as long as whetted appetites permitted, the Executive Officer cut into it and all shared the delicious confection. The Chief Engineer moved a vote of thanks, which was heartily passed by all hands. Private Lambeth was called in to receive it and at the same time he was informed that he had made the mistake of his life when he enlisted in the army instead of the navy.

OUR CONVOY

The setting sun behind us lies
As gold and orange fade away
Night spreads her stillness and her calm
About the convoy eastward bound.
A fighting escort guards our way
The bastard of the sea to foil,
While troopships take to distant France
Crusaders of the modern world.

Soldiers are these from western plains
Who never saw the ocean blue—
What brings them forth, these lean, brawn men,
With faces set in purpose strong?
Not lust for gold has called them out;
No tyrant's mandate would they heed:
But Freedom's Flag they rally round
To fight 'gainst wickedness and wrong.

When all the work is quite well done,
And right and justice gain the field,
Then proud and happy hearts will turn
To travel o'er these seas again,
To waiting hearths made sweeter far
By brave deeds done in distant lands,
In honor of a country's love
And for the cause of liberty.

A clip in the magazine is worth five in the belt.

We sometimes wonder if all this swearing is necessary.

Roads Impassable

The statement that the Germans' plans were given to the Allies by German deserters and prisoners is not accepted by the Frankfurter Zeitung, which states that extraordinary precautions to conceal their designs were taken by the German commanders. The same journal recalls, gallantly enough, that not so long ago fresh reserves were generally reported by the German press wire and wireless as no longer existing and asserts that at present the German army is "face to face with only a part of the reserves."

Americans and the quality displayed by them in the recent fighting, is a subject for German silence.

Long ago it was reported that the Kaiser would never forgive Britain her new armies. It is to be feared that before long the Kaiser will also declare himself to be thoroughly ashamed of the United States.

AMERICANS ADVANCE NORTH OF MARNE

WITH THE AMERICAN ARMY AT THEMARNE:-July25,---AnotherGerman retirement took place northeast of Chateau Thierry on the Marne last night.

Americans advanced to the northern bank of the Marne In the Joulgonne sector and are now on the offensive fighting their way northward.

FRENCH-AMERICANS ADVANCE TWO MILES

EIFFEL TOWER, PARIS, July 25—Between the Ourcq and the Marne, the French attacks were resumed this morning and were successful throughout the day. The French hold Armentieres on the left and the Bois du Chatelet on the right. At some points the French-American troops advanced more than two miles.

Between the Marne and Rheims, artillery action is intermittent. North of Montdidier, the total number of prisoners taken on the 23rd in the region of Mailly, Raineval, and Aubervilliers, amounts to 1850 of which 52 are officers and four are battalion chiefs. The materials captured include four 77 m. m. cannon, 45 trench mortars and 300 machine guns.

COMPOSITION OF SHIP'S CREW

Our army friends have asked us how the crew is divided into groups for carrying on the work of the ship. If we say that the total navy complement is represented by one hundred per cent, we find that this one hundred per cent is distributed as follows:

Engineer's Department	36 per cent
Gun and Deck Divisions	39 per cent
Ordnance Department	1 per cent
Commissary Department	13 per cent
Construction and Repair Department	2 1-2 per cent
Surgeon's Department	2 1-2 per cent
Navigator's Department	2 1-2 per cent
Clerical, all departments	3 1-2 per cent

The Engineer's Department includes the men that handle engines, boilers, pumps, auxiliary machinery, dynamos, motors, ice machines, deck winches, lighting, fire control and interior communication circuits, radio, etc.

The Gunnery and Deck divisions have two-fold duties. First, under the Gunnery Officer these divisions man the battery, supply ammunition and stand lookout watch about the decks and aloft. Second, these same men work under the First Lieutenant for the material maintenance and upkeep of the ship. This includes cleaning, painting, cargo handling and general work of al! sorts.

The Ordnance Department inciudes the gunners' mates who are responsible for the upkeep of the battery, care of ammunition, magazines and small arms.

The Commissary Department includes the stewards, cooks, bakers, butchers, storeroom keepers and messmen for all messes.

The First Lieutenant's Department includes the carpenters, blacksmiths, plumbers, metal workers and painters who keep the ship in good repair and make necessary alterations and additions in a structural way.

The Surgeon's Department includes the hospital stewards, pharmacists' mates and apprentices who have charge of the sick quarters, and operating rooms and isolation wards,

The Navigator's Department includes the quartermasters who keep the ship on her course and signalmen who communicate messages to the other ships of the convoy, and care for all navigational instruments.

Clerical men of all departments keep the records and pay accounts of all officers and men, handle correspondence within and outside of the ship, and make up reports and returns.

THE HATCHET

Published On The High Seas

Vol. 5 Friday, July 26, 1918 No. 7

GERMANS SAY ALL GOING WELL

(By Radio to The Hatchet)

LONDON, July 26.---The German official communiques have been now instructed to inform the world that the great Marne battle is going very well for the Germans. This is based on the supposition that Foch has failed, if he does not achieve a complete break through, and meanwhile is using up his reserves. As a matter of fact this is not the case, though if it were, Foch's reserves would stand a good deal of using up.

In one port in France fifty-two thousand Americans were landed last week and in another, transports carrying twenty thousand men arrived one morning and left unloaded three hours later. However, the forlorn German apologists explain that all this does not matter. Nor does the Ally gain of ground, because Ludendorf is withdrawing his troops according to plan. Perhaps it was according to plan that he left more than thirty thousand prisoners behind him and over four hundred guns.

AUSTRALIANS PRAISE SAMMIES

LONDON, July 26.—The Australians at the front know good soldiers when they see them, and now their praise of the Americans with whom they have fought side by side could not be higher. Captain Bean, the Australian war correspondent says:

"The German newspaper barrage against the value of the American troops must be intended for people inside Germany, since we here, working side by side with the Americans, know the facts concerning their value and quality by the process of simply looking on at what is happening beside us."

ORDER

Beginning Saturday morning, July 27, all persons on board must remain fully dressed and must have life belts and filled canteens with them at all times.

Visiting between Army and Naval Officers is prohibited. The latter are to be either at or near their stations or in their rooms. All persons are to remain on deck as much as practicable, and each one is to consider himself a lookout and report anything and everything in sight through the nearest lookout station at once.

No precaution is too small to be omitted and no report is trivial.

SAFETY FIRST, LAST AND ALL THE TIME depends on the keenness of the lookouts.

Captain, U. S. Navy,
Commanding.

SIX AIRPLANES DOWNED; ALLIES CLOSING IN ON HUNS

WITH THE AMERICAN ARMY AT THE WEST, July 26.—Six German airplanes were brought down by the American airmen after a severe encounter with them, the War Office announced today.

The entire Rheims-Soissons pocket is under heavy shell fire from the French, American and British guns. French and American troops are closing in on the the important German strategic base of Fere en Tardenois from the west and south, which is under heavy cross-fire. Fere en Tardenois is a central point.

RAIDS BY BRITISH

LONDON.—Successful raids were carried out by the British in Albert Bucquy sector, the War Office stated today.

One of the horrors of war: Meeting the crown prince in No Man's Land.

HUN GEN. ADMITS SOLDIERS HUNGRY

(By Radio to The Hatchet)

LONDON, July 26.—Gen. von Boehn, commander of the German Seventh Army has issued threats to his men for lack of discipline. Hungry soldiers are frequently holding up trains of supplies irrespective of their intended destination. Train guards are now armed with machine guns and terrible penalties are meted out to the looters, which have even included officers.

Stores and depots of provisions are closely escorted by cavalry and police. It seems as though General Foch's counter attacks have interfered with the German expectation of living on captured stores and consequently thousands are facing dire hunger.

HUN COUNTER ATTACKS FAIL.

PARIS, July 26.—More fighting developed southwest of Rheims last night when the Germans began a counter-attack near Vrigny, but all the assaults broke down before allied resistance, the War Office announced today.

CZECH DELEGATES ARRIVE

SAN FRANCISCO, Cal., July 26.—Delegate Czecho Slovak officers arrived today from Siberia, bound for Washington.

The Temps' special correspondent at the front gives striking details of the terrible position of the Germans in the depths of the Aisne-Marne salient, owing to the condition and practical impassibility of the roads which must be used by them during their retreat northward.

He says: "The enemy's losses from the bombardment of our airplanes are simply frightful. Many divisions have lost 50 per cent of their effectives.

SOLDIERS SING FOR SAILORS

The big event of Thursday night on the ship was the musical entertainment for the boys of the crew, that was held in their quarters forward. Before a closely packed and highly appreciative crowd the two quartettes and the string orchestra outdid themselves. "Shorty" distinguished himself on the violin and "Lengthy's" solos to his own guitar accompaniment caught the boys in the right spot. The Senator on board was a very interested member of the audience and he contributed to the sum of the evening's pleasure with a few very well chosen words that were listened to with the closest attention. Other features of the program, such as buck dancing, a nasal orchestra, etc., were too numerous to mention in detail, but all in all it was voted the finest musical melange en route to Europe.

THIS "BIRD" IS WANTED

REWARD—A reward will be paid for the body, dead or alive, of one William Hohenzollern, alias "Bill the Butcher," alias "War Lord," etc., who is wanted for grand and petty larceny, arson, being alive, murder, sheep stealing, embezzlement, forgery, impersonating an officer, perjury, etc., etc. Is at present believed to be in hiding with a part of his gang (some of which are still defying authorities along the Marne river) somewhere in Berlin. For delivery of the aforesaid Bill dead you may name your price, alive 30 cents.

AN ACKNOWLEDGEMENT

In the concluding issue of the third volume of The Hatchet was published a poem, "Long Live the Kaiser???" Because it was submitted as an original poem by one of the boys on the ship and had literary merit, it was given a place in these columns. Since then, it has been learned that the poem had appeared in several publications before and the boy acknowledged the plagiarism. Although the reading public has changed very largely The Hatchet feels it necessary to acknowledge the matter. According to the Lansing State Journal the real name of the author remains unknown.

We couldn't kiss 'em goodby on Broadway, but we'll kiss 'em hello in Paree.

'WARE THE BRIG

If ever you believe
You can overstay your leave,
And Mr. Jimmy Legs deceive—
'Ware the brig.

Or if you have the feeling
You can "get by" with stealing
Or other shady dealing—
'Ware the brig.
—Old Egyptian Song.

There is in every vessel of the navy, in these days of roistering young blades and thoughtless youths—and probably always will be until those days of perfection in the far distant future—a place for the temporary confinement and punishment of sailors and marines who thoughtlessly or maliciously violate the laws by which the large ship's family is held within bounds and compelled to tread the straight and narrow path. But, be it said, to the credit of the American navy, there are fewer incarcerations and punishments in our ships than in those of most other countries—and far fewer than among civilians on shore. One reason for this is, of course, the fact that the boys in our navy are picked—the bad timber, mentally as well as physically, being weeded out and only the better element remaining.

The origin of the name is very doubtful. It has been suggested. however, that it was owing to the fact that those confined therein were mostly brigands.

On this vessel the brig is forward several decks down, with an auxiliary brig aft, and could hold many more prisoners than are confined therein at present. It is under direct charge of the Chief Master at Arms; who is responsible for the care and safe-keeping of the prisoners, From the spotless cleanliness of the cells and surroundings, and from the awe with which the crew regard him, it is evident that the Chief Master at Arms, or "Jimmy Legs" in nautical slang, knows his duties and performs them thoroughly.

Through the submarine zone, and at any time when the ship may be in danger, the prisoners are released from the brig and go to their stations, returning thereto again when the danger is passed.

The prisoners confined in the brig at present are those charged with minor offenses, from overstaying shore leave to petty larceny.

Needless to say, this compartment of the ship is seldom visited by the crew not on duty—more seldom still, voluntarily.

"ATABOY!"

"See that lanky guard over yonder," remarked a corporal, pointing to a tan doughboy across the deck. "Well, he is probably the best rifle shot aboard this transport, or any of the other ships in the convoy. He is so used to shooting Mexicans along the Rio Grande that the matter of plugging Germans isn't going to be much fun for him.

"When we went out to shoot at the rifle range, he set a record of straight bull's eyes for the short course, and then made a great howl when advanced to the next course. He wanted to shoot the hardest course at once and have the "child's play," as he called it, over with. "And he's just as handy with a knife as with a rifle," the "non com" added.

ANSWERS TO CORRESPONDENTS

LEUT. B—You should have arranged it before hand. Sometimes a straight; sometimes a full house.

WILLIE—It depends. With the drowning jacket on you would probably sink a mile and a half; without one, only about a mile.

CHARLEY—Do not worry because she haen't written you since we sailed. She may be too busy,, or be interested in someone else.

MAJOR R.,SAM BROWNE and others—No; it was not a submarine. We do not know what it was.

CAPT. V.—It is not considered quite the correct thing to wear the Sam Browne belt over the drowning jacket.

LIEUT. F. D.—It depends upon personal taste. Some say they are fully as pretty as American girls.

SERGT. R.—We know of no method to stop snoring. You might try hitting him over the head with a rifle butt.

CONFIDENCE

By Gym.

Where do I go? I do not ask;
It is enough to know, that is my task
Should beckon me to unexpected clime,
I am content to bid my time.

I do not care to see nor ask why;
Clear 'tis to me though dark the sky,
I will not be alone, for 'cross the lee
Her evening prayers float out to me.

Both salty sea breezes and German gases will linger for a lifetime in the memories of the ones who come thru.

THE HATCHET

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THE SERBIAN WAR AIMS SET FORTH

By Radio to The Hatchet

LONDON, July 27.—The new Serbian national war aims committee in Great Britain was inaugurated yesterday in London at a meeting held at the Mansion House. A statement of the Serbian or Jugo Slav war aims was read. It included the following points. First: The independence and union of the Jugo Slavs. Second: The Balkans for the Balkan people. Third: Repatriation to the devastated countries inhabited by Jugo Slavs. Fourth: An intellectual intercourse with the Allied countries, as that would mean the best support for the future of the nation and recovery from the present catastrophe. It was pointed out that a united Jugo Slav state would be a strong guarantee of peace in the Balkans. Mr. Balfour, the British Foreign Secretary, who spoke directly after the reading of this statement, said: "I am sure there is not a single member of the audience who has not listened with deep attention and profound sympathy to the statement just read."

GERMANS ABANDON ATTACK

By Radio to The Hatchet

LONDON, July 27.—The great victory won by the Franco-American offensive on the Aisne-Marne front has compelled the Germans to abandon their plan for an attack on the British front.

TYPHOID IN BERLIN

By Radio to The Hatchet

ZURICH, July 27.—The doctors in Berlin were unable to cope with the severe epidemic of typhoid, said advices received here today.

Keep your head DOWN in the trenches. UP at all other times. Every man on his feet is a barrier between the Hun and the Good Old U. S. A. You owe caution to yourself, your country and mother.

But when the time comes, stand up and give them Hell.

"Suppose when I go to HOCK the Old Kaiser I won't be able to get a tin DIME for him."

QUAINT CUSTOMS AND MANNERS OF THE NAVY

As this is the first time many of the men aboard have ever found themselves in that predicament, and, as they will probably see very few ships, until they re-embark for home, a few brief explanations of nautical terms and customs, and of the many and varied commands heard in the navy, may be of interest.

In the first place, you will notice the right and left sides of the ship are designated starboard and port. Vessels formerly carried many stars of the theatrical and operatic world to and from America, and it was their privilege to come aboard from that side—hence "starboard." Port is so called because it is opposite from starboard.

One of the commands formerly heard in the navy, but obsolete now, was "All hands man the lee scuppers!" At this command the crew, under the supervision of the junior officers, did as directed, while the C. O. and the senior officers (assisted by the mess attendants) spliced the main brace.

One of the peculiar customs of the navy is the one requiring all men reporting sick first to see the surgeon and then

(Continued on the second page)

AMERICAN ADVANCE IS STILL UNCHECKED

By Radio to The Hatchet

WASHINGTON, July 27.—The advance of the Americans between the Ourcq and the Marne is still unchecked, according to a brief communique from General Pershing, under date of July 25, made public by the War Department today.

SACRIFICES AT HOME

By Radio to The Hatchet

BELMAR, N. J., July 27.—The production of trucks increased about 100 per cent during the first six months of this year, but passenger car production within the same time has decreased from 60 to 80 per cent. It is expected that by August 1 the official figures will show not more than 50 per cent. What this means may be gathered from the fact that with five million cars in the country, at least eight hundred thousand are demanded a year to take the place of the outworn.

To date over three hundred passenger car retail dealers have discontinued business. Service stations, tires and accessories dealers now close shops at six p. m. Saturdays until Monday morning. Orders are to conserve material. The sacrifice of this feature is considered even larger than the manufacturers' since Sunday in the biggest day of the business week and no adequate compensation is possible.

FRENCH TAKE VILLE MONTOIRE

By Radio to The Hatchet

PARIS, July 27.—After a hard struggle the French troops took Ville Montoire late on Thursday. Two hundred prisoners and twenty machine guns were captured.

LOST

Five dollars' reward will be paid for the return, to the post-office, of a seven-jewel watch which was lost by one of the boys who are camping on B deck.

Six seconds are allowed to adjust your gas mask. Seven is fatal.

PERLMUTTER'S FATE OMITTED

Origin Unknown, July 27.—Great Britain has done very well in the war without potash deposits. (Ed. note: Saltpetre which is the nitrate of potash, is the basis of many explosives. Before the present war the most important source of potash supply was the mines near Strassfurt in Prussia. But it was also obtained from the sugar beet root, sheep's wool and from sea water.) She probably will be able to do entirely without a foreign supply of the product. The Ministry of Munitions cooperating with the great iron companies has been occupied for the past three years in developing a process of obtaining it by using the blast furnaces.

A central organization, "The British Potash Company," under government contract, has been formed and is opening up factories. It is expected that the two hundred thousand tons annually consumed will be produced within the island and some will be left over for export.

A "MOVIE" IN REAL LIFE

In one act and two scenes.
Year: The present.
Place: On the high seas.
Characters: A tired fireman, just off watch.
A five-inch gun.
Exact time: Ten seconds after alarm gong sounded.
Exact location: Lower mess deck.

T. F., seated alone at mess table—"I'm going to eat, drill or no drill."

Interval of one second;

Five-inch gun on upper deck: "Br-r-r-r-r-k-k!!! Br-r-r-r-r-k-k-k!!!"

Interval of another second.

T. F., also on the upper deck—"Who said drill?"

NAVAL INSIGNIA AGAIN

In an article, "U. S. Naval Reserve," in Wednesday's issue, it was stated that officers of the Auxiliary Naval Reserve in time of war wear the uniform of the steamship company or line on which they are serving, etc. This must be corrected. In time of war, all classes of Naval Reserve officers wear the regular Navy uniform with the exceptions of the brass buttons on the white uniform, and the Naval Reserve design on the collar of the blue uniform.

QUAINT CUSTOMS AND MANNERS IN THE NAVY

(Continued from first page)

to report to the captain of the head. We do not know the origin of this custom.

In abandoning ship, one of the first duties of the crew is to double reef the binnacle and shake out the chronometer, while the carpenter brings his tools and boxes the compass. This is an attempt to save this valuable instrument.

Another thing to remember is that a ship is always called "she." This custom is very old and is due to several facts. One is because the rigging costs more than the hull; also because the older she gets the crankier she becomes. She likewise paints like thunder at present.

You have doubtless noticed the men of the naval overseas detachment tying knots and other things with small pieces of line. This is termed, "spinning yarns," and some of them become quite expert at it.

Those among you who are readers of sea stories will doubtless have noticed that whenever an enemy craft is sighted it is always two points off the weather bow. The weather bow is the only literary place where a lookout is needed; the others simply fill in.

There is a secret society among the crews of most vessels, called the "Black Gang." They hold their secret meetings at night somewhere in the bowels of the ship. No outsiders are ever permitted to attend.

One of the most interesting places aboard ship is called, "Brig." Several of the sailors spend most of their spare time there. Here they meet their friends and acquaintances among the crew.

An old sailor is called an "old salt" to distinguish him from a young sailor who is usually too fresh.

Boatswain (pronounced "Bos'n") is derived from "Boat-swayin'" or "Boat-swayer;" literally, the man who rocks or sways a boat.

Sailors, as is well known, are very superstitious and in nearly every ship will be found an idol called, "Holystone," which they worship daily.

If the reader desires to familiarize himself with true nautical conditions and customs, we refer him to that beautiful poem by W. S. Gilbert, entitled, "The Yarn of the Nancy Brig."

"KITCHEN POLICE," ETC.

When the 'arf made recruit arrives in the army, many and rude are the awkenings in store for him. He will find for instance that camp police is not a station of honor, but a job as street cleaner.

Nor is "kitchen police" anything more than a neat camouflage for scullery maid work.

They all learn that spuds are fine when some one else has to peel them.

The supplication of every rookie: "Give me stable guard, main guard and fatigue galore, but deliver me from kitchen police."

Still, when the rain is pouring and the north wind howls, a detail in the warm and comfortable kitchen is not to be despised.

When the Q. M. Sergeant smiles blandly and sends you to another company supply tent for three inch guns, don't go. If he hasn't got it, you're not entitled to it.

Q. M. Sergeant's are merry blades, and it is always the open season on boobs.

Reveille may be cheery and all that but oh, you Recall.

But Recall has nothing on Mail Call.

And oh, boy, what about Pay Call?

SUNDAY'S SERVICES

A whole week has elapsed since the last Sunday spent on the ship and from the large number of inquiries during this week as to whether we would still be at sea over another Sunday, a great many men evidently desire to attend church on the ship once more. It is possible to announce that there will be services held at the following hours and places:

In the Main Mess Hall, E 3, 10:30 a. m. (After Abandon Ship Drill.)
On D deck aft, 4:00 p. m.
In Crew Space F 4, 7:00 p. m.

A BAD IDEA.

There was a man in our town and he was wondrous wise.
He got in Class 4 of the draft, because he had bad eyes.
But when they caught him watching
Some bathing girls at play,
They said it was a bad eye-dear,
And put him in "One-A."

The boys below are not afraid of being snubbed---it would take more than an ordinary torpedo to pierce that atmosphere.

THE HATCHET

Published On The High Seas

Vol. 5 Sunday, July 28, 1918 No.9

SHIP'S NEWS FACTORY CONSTANTLY ACTIVE

Where does The Hatchet's news of the outside world come from? The wireless equipment aboard this ship is so modern, so up-to-date, and the men who operate it are so capable, so devoted to their duty, that their work is one of the spectacular features of the transport service.

To the radio crew the officers look for the transmission of orders. Upon them the passengers depend for the information of world events transpiring during the voyage. Through them would a call for help be sent out should we find ourselves in dire peril. The young men on "A" deck are constantly vigilant day and night in the interest of the safety of the ship and every soul aboard her.

Radio reports concerning the world's events are received chiefly from Arlington, N. J., in America; from the Eiffel tower in Paris, France; from Poldhu in England; and from Nordeich in Germany.

When the transport is in mid-Atlantic, the ship is beyond direct communication with land on either side, for a day or so. In such cases, messages are relayed from ships nearer land. In war times, nothing but official messages and news is sent; that is, the operators are forbidden to converse with operators on other ships or at land stations.

The news concerning at least the principal events of the day is usually received in condensed, skeletonized form, but frequently pages of propaganda are received from any of these countries. As soon as the radio news is received the mechanical and editorial force of The Hatchet hasten to press with it.

Even should the main plant of the radio become damaged, it would not be a disastrous event, for there are two auxiliary plants upon which to fall back. Also should a shell carry away a mast, the radio would still be in commission.

The men who are in the radio crew lead rather lonesome lives. They are

(Continued on page two.)

The only good thing Kaiser Bill ever brewed that wasn't trouble.

SITUATION AT WEEK'S END

In the river and on the road from Chateau Thierry to Epernay and on the heights of Jaulgonne, Barzy and Passy, where the American troops are operating, many bodies of dead Germans could be counted. They were dying all over the roads, where they had been mowed down in literally packed droves during their retreat.

The flight of these masses gives the lie to the Germans' claim that the retreat across the river northwards was effected tranquilly. The Germans retreated at the top of their speed and as foot-bridges were lacking many of them, in order to escape the murderous fire of our cannon and machine guns, threw themselves in the river in the hope of escaping by swimming and were drowned in shoals.

The German press squeeze every little bit of cheerfulness out of the military situation that is possible, but the result even then is not very encouraging for the tired and ill German people. In the Berlin Lokal Anzeiger, Vall Roster, the war correspondent, who is usually engaged as chief publicity agent to the "All-Highest," admits that Hindenburg's plans have gone wrong and that the German offensive can hardly be placed in the same catagory as previous efforts.

GERMAN EXPLOITATION OF RUMANIA CONTINUES

By Radio to The Hatchet

LONDON, July 28.—The following account of conditions in Rumania has been given by an English lady recently arrived in Switzerland from Bukharest. The Germans are ruling Rumania with a rod of iron. The system of exploitation and requisitioning has reached diabolical proportions. Every ounce of food, every piece of raw material that can be commandeered is taken. The German naval authorities apparently control the exploitation of the oil wells on all sides. It is certain that vast quantities of petroleum are being extracted, not only from the old wells but from the new wells that have been opened. Every day trains loaded with oil pass through the oil field areas for Germany. The Germans came into Rumania to find oil and wheat, and it must be admitted that they have succeeded in their search.

They organized exploitation parties in the country districts to discover the stocks of wheat and as they advanced seized what farmers and peasants had hidden.

Following the requisition, German commercial travelers invaded Rumania and offered the population as substitutes cheap tin pans and kettles which had been made in Germany. The Rumanian housewives had no alternative but to buy these articles and to pay the fantastic prices demanded. All railway rolling stock, locomotives and factory machinery have long since been confiscated. The search for gold and jewelry is made on a large scale.

All fish caught in the Danube is requisitioned and sent to Germany. The trains leave Rumania daily with thousands of boxes containing foodstuffs which have been seized.

FINDER PLEASE HURRY!

LOST—One life preserver, No. 12-410, on D deck, amidships, Thursday. Please return to post-office. Mess Attendant.

SPACE NEEDED ON RAFTS FOR TYPEWRITERS AND DESKS

The following is suggested by a company clerk aboard as an order which he anticipates will be issued before we are through the "sub" zone.

"In case the ship must be abandoned the company clerk will carry with him all service records of his organization, together with all necessary forms, and one typewriter. Officer's pay vouchers must be carried in a water tight envelope. A check must be made of the men immediately upon entering the life boats or upon hanging upon the life rafts and a requisition for all shortages must be made to the supply officer in triplicate immediately. Carbon papers must be carried for this purpose. Under no circumstances must the above matters be left behind or an explanation by endorsement will be called for and the company commander who is at fault will be subject to summary action."

It might be added that cooks and kitchen police, immediately on the boats and rafts standing clear of the ship, will set up the field ranges and prepare a hot meal for the men.

SUBSCRIBERS N. B!

Troop Headquarters, July 24, 1918.
Memorandum 26.

Mail will not be received at the post office later than 12 noon, Sunday, July 28, 1918.

The above notice has appeared on the bulletin boards, and in answer to numerous inquiries, it may be stated that letters and Hatchets may be sent through the regular channels, after leaving the ship.

SILVER RING FOUND

Soldier found silver ring belonging to one of the Naval Overseas Detachment. Man owning same can claim it at Executive Office.

ALLIES FIND FAVOR IN OCCUPIED ALBANIA

It is reported that everywhere is to be found the greatest joy on the part of the Albanians, both Christian and Mohammedan at the triumph of the Allies and their own consequent freedom from the harsh burden of the Austrian rule. The whole of Albania is seething with the spirit of revolt against Austria. Albanian mountaineers were flocking to offer their combatant services to the Italians. It is certain that the Austrians have aroused the bitter hatred of the people by their cruel treatment and merciless acquisitions. A fair idea of what must have been the privations of the population can be gained by a walk through the streets of Berat and Firi. The shops were open but contained little that could satisfy the needs of the stomach. Of groceries there was not a scrap of any kind. The goods displayed consisted principally of hardware, ironmongery, glassware and picture post cards.

AUSTRIA'S INTERNAL TROUBLE

The troubles of Baron von Hussarek, the new prime minister of Austria, appear to be increasing. It is reported now that the appointment has caused a split in the German parties in Austria. At the time of Seidler's fall the Germans promised to support the new prime minister only if he gave guarantees that the German policy inaugurated by Seidler would be firmly pursued. It appears that Hussarek was too anxious to retain his new post for a little while to give these guarantees and as a consequence the German Radicals and the German Center are discontented with him. The split is bound to increase the discomfort of his position in the Reichstag. Meanwhile it appears that he must have decided to sacrifice the Ukranians to the Poles, for it is announced that the Poles will vote for the provisional budget and that the Ukranians will not do so. It looks very much as if Hussarek has made up his mind to ignore so far as he can the treaty of Brest and to assure the Poles of his opposition to the setting up of an autonomos state in eastern Galicia.

SHIP'S NEWS FACTORY CONSTANTLY ACTIVE

(Continued from first page)

forbidden to leave quarters except for meals. They cannot mingle with the crew or passengers. And they have to be everlastingly on the job. Reasons for these regulations are obvious.

Some of the operators aboard this transport were amateurs before enlisting and becoming radio electricians; others were telegraph operators. In only one case had one of them been to sea previously. When the transport is in port the radio crew is given "liberty" on the same basis as the rest of the ship's crew, but some of them must still remain at their post. Time signals are received by wireless in port as well as at sea.

STRAW VOTE FOR GOVERNOR

A straw vote conducted by an officer aboard on the recent election back home, results of which are of course unknown as yet, gave to the present incumbent 121 votes; to his opponent, 40 votes.

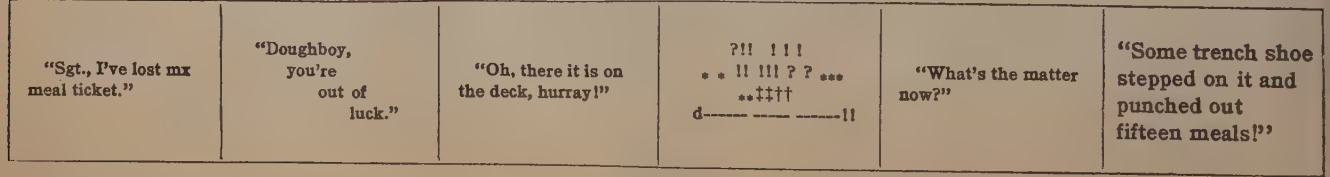
LOOKOUT!

By Gym.

Last night as I made my round
I heard some music sweet;
'Twas a sort of plaintive, wailing sound
And came from 'neath my feet.

"What's that?" says I, in agony.
I felt my courage slip.
'Twas only a bilious melody,
Sung by the bowels of the ship.

SUNDAY COMICS


"Sgt., I've lost mx meal ticket."
"Doughboy, you're out of luck."
"Oh, there it is on the deck, hurray!"
?!! ! ! !
!! !!! ? ?
d------ ------ ------!!
"What's the matter now?"
"Some trench shoe stepped on it and punched out fifteen meals!"

THE HATCHET

Published On The High Seas

Vol. 5 Monday, July 29, 1918 No. 10

THE "BLACK GANG"

Down in the vessel's innards,
'Midst the whirlin' shafts and rods,
The "Black Gang" is a workin'
In "The Garden of the Gods,"
A heavin' coal and ashes,
(Which I'm glad their job ain't mine;)
But they keep this boat a humpin'
Thru the heavin' ocean's brine.
—Song of Noah's Crew.

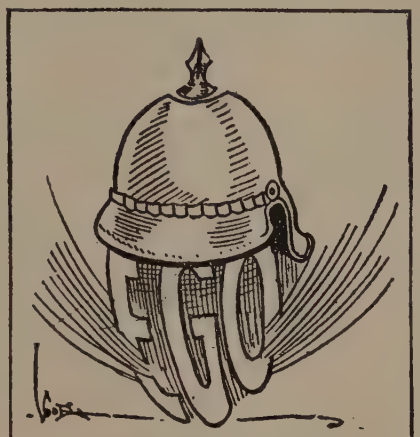
Of course you know that this ship moves thru the water by some other agency than her own volition; that to move such a ponderous mass of metal weighing thousands of tons, must require powerful engines and a considerable force to man them, and you may have wondered about the size of this force and what their duties are down somewhere in the mysterious depths of the ship, but unless you visit the region called by them the "Garden of the Gods," sacred to the "Black Gang," you will take it out in wondering.

If you should receive permission to visit this region, you would descend iron ladders, deck after deck, until you came to a place of gigantic pistons and whirling shafts, of roaring fires and steaming men and the smell of oil and hot metal. Here is the origin of all the ship's power, her heart.

When this vessel was taken over at the beginning of the war, the Germans thought they had so wrecked certain important parts of the machinery as to make their repair hopeless. It is due to the resourcefulness and ingenuity of the American naval engineers that these repairs were effected in record time, and the vessel so soon actively engaged in her new duties of transporting thousands of troops across the sea to assist in destroying that power which originally owned her.

Neither the engine-room nor fire-room is a place for children nor weaklings—it's a place for men, big muscled and big minded. The ship may be torpedoed—you will be away safely in your boats before the "Black Gang" quit their posts. The vessel may be plunging and rolling in a storm that prohibits locomotion

(Continued on page two.)



Kaiser Bill's Pet Portrait

GERMANS WISH EARLY DECISION IN THE WEST

LONDON, July 29.—It is noted that on Friday the military critic of the Vossiche Zeitung expounded the opinion that an entirely new situation had been created on the Soissons-Rheims front. He admitted "My belief is that this battle must end in a decision, though only a preliminary decision. The question is, on which side are the bigger reserves and who will place them in the right position at the right time. It cannot be in our interest to allow the war to be dragged on as the British above all desire because they hope by then that the American Million will have reached the European coast. Then the Americans by force of numbers are to achieve a break through. The American Danger is facing us." "The American danger" is even nearer than that. The Americans are lending mighty aid to the French in their task of thrusting the Germans back north of the Marne."

Life preservers warm? Well they will soon be traded for the cooling confinement of gas masks.

When Secretary Baker's report of American troops ON THE GROUND pierces Kaiser Bill's tin kelly, he'll be able to wear a demi-tasse cup for a sunbonnet.

THE HUNS PROTEST

LONDON, July 28.—The German Government recently addressed a formal protest against the use of unlawful bullets, to the British Government, asserting that the British missile is employed in contravention of article 23 of the Hague Convention of 1907 and The Hague Declaration of 1899. The British foreign office thru a neutral government has sent a reply disposing of this protest in a conclusive fashion and showing clearly that there has been no infraction on the English side of the article of the Hague Convention and Declaration which prohibits the use of projectiles calculated to cause unnecessary suffering. The German wireless and propaganda agencies have also on many occasions alleged that the individual British soldier is in the habit of removing the point of his ammunition with the expressed purpose of inflicting a bad wound with it.

The two allegations are not only faults but obviously inconsistent. British troops are alleged by the German government to be systematically supplied with an unlawful bullet. Whereas the whole point of the allegation of the German propaganda is that the British soldier by manipulating his ammunition converts a lawful bullet into an unlawful one. He would in fact be taking unnecessary trouble to do what would have been officially done for him already.

That British soldiers convert their bullets into dumdums is a malicious libel on men who have invariably proved themselves to be clean and honorable fighters.

During their brief stay in the Marne salient, the Germans have been repeating the outrageous acts of vandalism for which they have become so noted. The shelling by the Allies is entirely inadequate to account for the injuries that have been inflicted. In houses that were magnificently furnished, the few days of German occupation resulted in the wanton destruction of costly tapestries, pictures, furniture, statues, and even playthings.

THE "BLACK GANG"

(Continued from page one.)

through the gangways or on the decks, but the "Black Gang" is only laboring the harder, answering every signal from the bridge, heaving coal and keeping the powerful screws turning and the boat driving ahead.

One thing you would notice of every bit of machinery in the engine room, cleanliness and precision; one thing you would notice in the faces of the "Black Gang," seriousness of purpose; and one thing of both men and machines, competence and power.

There is enough oil used in the engine room each day to set an oil company up in business; there is enough coal used in the fire room each day to supply a good sized town for a year, and there is enough power generated to supply the needs of several factories. There is a model electric light and power plant, a fully equipped machine shop and an ice factory.

Each man in the fire room crew works eight hours a day, in two four-hour shifts. They are the only members of the crew who really get enough exercise. To watch them work is a marvelous exhibition; to watch them eat is another. They all bunk forward where they get the full benefit of any pitching done by the ship, though they don't need any rocking to sleep. Their quarters are very clean, and the men themselves are the cleanest aboard the ship—after they come off watch and wash up.

WHAT YOUR MONEY IS WORTH

FRENCH COINS

5 Centimes	Copper	—About 1 Cent
10 Centimes	Copper	—About 2 Cents
25 Centimes	Nickel	—About 5 Cents
50 Centimes	Silver	—About 9 Cents
1 Franc	Silver	—About 18 Cents
2 Francs	Silver	—About 36 Cents
5 Francs	Silver	—About 90 Cents

FRENCH PAPER MONEY

50 Centimes	—About 9 Cents
1 Franc	—About 18 Cents
2 Francs	—About 36 Cents
5 Francs	—About 90 Cents
10 Francs	—About 1 Dollar 80 Cents
20 Francs	—About 3 Dollars 60 Cents

The value of exchange in English money is: 1 Cent, 1 Ha'penny; 2 Cents, 1 Penny; 12 Cents, 1 Six Pence; 24 Cents, 1 Shilling; $4.90, 1 pound.

HEADQUARTERS A. E. F., FRANCE

General Order No. 7

For the first time in history the American army finds itself in European territory. The good name of the United States and the maintenance of cordial relations requires perfect deportment of each member of this command. It is of the gravest importance that the soldiers of the American army shall at all times treat the people of France, especially the women, with the greatest courtesy and consideration. The valiant deeds of the French armies and those of our Allies, by which they have together successfully maintained their common cause for three years, and the sacrifices of the civil population of France in the support of their armies, command our profound respect. This can best be expressed on the part of our forces by uniform courtesy to all the French people and by faithful observance of their laws and customs.

Company and detachment commanders will inform themselves and advise their men as to local police regulations, and will enforce strict observation thereof.

The intense cultivation of the soil in France and the conditions caused by the war make it necessary that extreme care be taken to do no damage to private property. The entire French manhood capable of bearing arms is in the field fighting the enemy. Only old men, women and children remain to cultivate the soil. It should, therefore, be a point of honor with each member of the American Army to avoid doing the least damage to any property in France. Such damage is much more reprehensible here than in our own country. Those who may offend in this respect will be brought to trial under the 89th Article of War, and commanding officers will see that prompt reparation is made under the provisions of Article 105, even though the damage does not exceed a single franc.

While camp sites and other lands and structures occupied by American forces are under their control, their power should be so exercised as to cause no dissatisfaction among the French people. On account of the difference in language, misunderstandings may of course occur. When, therefore it becomes necessary to exercise any restraint upon persons not members of the Expeditionary Forces who may be within our camps or other places under our control, resort will be had as far as possible to the French authorities, present or in the vicinity, who it is understood will zealously carry out the wishes of our officers and aid in the preservation of order among their own people.

By Command of
Major General Pershing.

LOST AND FOUND DEPT.

"Finders, keepers; losers, weepers" is not a phrase that has grown familiar by its use among American soldiers and sailors. In the crowded condition of the men on the ship, a great many things are lost and of course in the thorough cleaning which is given to all decks and compartments, they must be found again. The Hatchet delights to bring losers and lost together, but the space in its columns is limited. It takes pleasure, however, in announcing that a "Lost and Found Department" has been established at the Y. M. C. A. at the postoffice. A number of articles have been turned in and some of them claimed. All unfortunates may present their tales of woe and finders may surrender their new acquisitions for a new self-respect.

THE "GUARDS" AS HOSTS

Senatorial dignity was sacrificed to a sincere desire to see further how the sailors actually lived, when the Member from the Middle West, accompanied by his secretary and the ship's Executive Officer, recently dined with the boys of the Guards, a group which represents every division on the ship. "Table companions," or mess mates, is an ancient as well as a current term for closest friends. Neither the Senator nor the boys of the Guards have any but happiest thoughts of the occasion when they sat down together at a good old "square."

INDIA FEARS HUNS

LONDON, July 29.—It was stated at Cambridge yesterday that India feared nothing so much as the immediate result to her of a German victory.

That India would soon fall victim to the eastern ambition of the Central powers is undoubted and then her vast wealth would flow in as golden stream to the Fatherland. So India has put a half million recruit into the army this year.

THE HATCHET

Published On The High Seas

Volume 5 | Somewhere in France | End of Volume

AN APPRECIATION

It is a pleasure to express the appreciation of the troops aboard the ship for the courtesy and efficiency of the Navy in the conduct of our voyage. We have at all times felt perfectly safe in its hands and have been conscious that every effort for our security and comfort was being continually put forth. Nothing was omitted that would in any way conduce to either. We have tried to do our part, but we feel that it is only during the latter part of the voyage that we have learned enough of ships and their ways, to really do it fully.

The uncanny skill with which the destroyer convoy picked us up early on a misty morning has excited our greatest admiration and we feel very proud of our Navy.

Our thanks are due to the Captain and his crew for the very successful voyage of this ship and convoy.

We are indebted to the "Hatchet" for this opportunity and wish to add that it has made light many weary hours for us and furnished a medium by which much valuable information has been disseminated.

Troop Commander

MAJESTY UPHELD

[By T. P. S. to The Hatchet]

On the Western Front, July 29—During a recent inhumane gas attack by our adversaries General Kaltbier von Gottlikt discovered a ferocious bumblebee inside his gas mask. Three English dogs of prisoners who snickered were immediately ordered to be shot.

ESTABLISHES RECORD

(By T. P. S. to The Hatchet)

Berlin, July 29.-During the recent heroic and masterful retreat of our brave troops from the vicinity of the pig-dog Americans, the Crown Prince personally led his forces and established a new record, making three kilometers in twenty one jumps, while carrying ten bottles of beer and a limburger cheese.

THE N. O. D'S.

The Naval Officers know us as the "Not Overly Dependables;" the Army call us the "Nuisances On Deck;" the O. O. D. hails us as the "Never On Duty;" the boatswain familiarly refers to us as "Neptune's Own Darlings;" and our own corporals of the guard call us "Numbers Of Dubs,"

However that may be, if we are "Nearer Our Destination" we don't care much what our title is.

Our first taste of Navy life has given us an appetite that makes us feel we can "deliver the goods."

We want to express our appreciation of the courteous treatment we have received from the officers and men of this ship, and no better proof of that sentiment can be given than to say that numbers of our men have requested to exchange with members of the ship's company.

We certainly do like the good food we have had. One of our fellows expressed it as follows: "They sure do feed well on these here German ships."

And in conclusion, we offer our thanks to The Hatchet for keeping us in touch with the news.

Naval Overseas Detachment.

WAR TO CONTINUE

[By T. P. S. to The Hatchet]

Vienna, July 29.—Three loaves of perfectly good bread were discovered in this city today. After confiscating two of them, the Emperor graciously turned the other over to the Austrian people and decided to continue the war another month.

A war profiteer, boiled down, ought to make fairly good oil for a machine gun, but then even a machine gun has some self respect.

"I'll vin diss war if idt takes all year"—Kaiser Bill on August 1, 1914,

AND IT DID ! !

Another drive on Paris and a thimble will begin to fit the Kairer like a plug hat

GOOD LUCK TO YOU

We have passed through the "perils of the deep" and are now in "sunny France." We return to God's country to bring over another lot of men equally determined to show that there is but one God who is supreme and who is not associated as intimately with Kaiser Bill as the latter would have the world believe.

Those who are about to leave us have shown by their efforts on board, in a manner that has not been equalled, that they could keep their own nest clean and if further proof is wanted to prove that they can also clean up whatever huns they are let at, we will have to wait until the returns come in. Of the result, however, there is no doubt.

To those who have so ably assisted in keeping the edge of The Hatchet ground and ready for business, under trying circumstances, the thanks of all on board are due. So to one and all, God-speed, good luck, and may you return soon when your work is done; we know you do not wish to return until your mission is accomplished.

The Captain of the Ship.

REWARD NOT YET ALLOWED

LOOKOUT NO. 6.—No, your claim has not been allowed, for the fund raised to reward the one who first spotted a sub. [To you and many other claimants a black fish and a sub. look alike.) Had the real thing been seen, probably not enough of either winner or prize would be left to claim each other. Hard luck old top.

RESPONSIBILITY FIXED

[By T. P. S. to The Hatchet]

Berlin, July 29.—It has been definitely established by the historical researches of Prof. Karl von Einfaltig, that the responsibility for the war lies at the door of Marino. A letter has been found written by a citizen of that country in which the writer states that he does not like Germans, particularly our noble Kaiser.

PERSONAL, PD. ADV.

The Board of Editors of The Hatchet's fifth volume wish to insert here a word of their own which is personal above everything else. In their pleasant labors in producing this volume there are many to whom they wish to extend their thanks. Upon no other voyage of this ship have the men been so prolific in their contributions to the publication. The originality of these literary efforts is sufficient evidence of a sincere wish to cooperate in making this a live sheet.

The reading public has undoubtedly missed much because The Hatchet has been unable to grow a size. It is to be hoped that the general quality of the paper as it has appeared from day to day, will compensate for the disappointment which many must have felt in not finding their own studied lines in its columns. Lack of space rather than the blue pencil is the answer.

The thanks of the Board are also due to the small group of men who have labored faithfully by day or night, or both, in the composing and press room. Enthusiastically, even under adverse and trying circumstances, these men of the army and navy have done everything suggested to improve the paper's appearance. Results speak for themselves.

ANSWERS TO CORRESPONDENTS

LIEUT. R. H.—No, pay vouchers should not be turned in to ship's quartermaster.

CORP. L. N.—The battleships you saw were Swiss, not German.

MAJOR P.—Impossible to tell, with joker, deuces and fives all running wild.

LIEUT. C.—No, you go over the side first and wait for the raft to come down. If full, wait for the next.

CAPT. H.—(1) We think about $2.60 a quart at present. (2) Yes, plenty of kick to it.

PVT. S. R.—Probably not. The French were the first to train and educate crap dice.

CASUAL.—About eight miles from town. Weather report says raining and very muddy.

D. O. BOY—No, that was not Atlantic City this morning. French dress differently.

The Kaiser's idea of a Bird of Peace is a buzzard.

CENSOR'S WORK NO EASY TASK

"At Sea (deleted)

"Dear Mother:

"I am on board the (deleted). In all, there are (deleted) on this one ship, and there are (deleted) ships altogether. The route we took was (deleted), and we will land at (deleted) on (deleted). We are protected by (deleted). I will write you again from [deleted]. Your loving son,

"A Shevtelle."

This is about the way your letter to the folks at home will appear if you attempt to put one by the censor by giving prohibited information which might be interesting to the enemy. Of course, your mother, sister or sweetheart will not "spill the beans" by turning the information contained in your letter over to an agent of the enemy. That is understood. But the vessel which carries your letter home might be captured by a "sub" or rader, or it might be abstracted from a mail pouch after it reaches the States. To avoid this, say nothing as to names of vessels, towns, people or organinations, or dates, or number of troops. "As long as we keep 'em guessin' we've got 'em goin'."

In order to carry out the provisions of this order there is established aboard this boat and in every place you will visit abroad, a board of censors, whose duties are to read every letter written by officer or soldier and delete those sentences conveying the prohibited information. Up to the present their task has been Herculean. Every soul aboard seems to have picked the leasure time afforded by the present voyage to catch up on his correspondence; and from appearances each one appears to have been woefully behind at the beginning, but to be at least six months ahead now.

But some "information" sent to the folks back home, if it could be collected, tabulated and placed before some German officials, would drive him insane (provided he was sane in the beginning). For instance: We have been torpedoed and are now floating around on small boats and rafts; we have sighted a dozen submarines; we have sunk twenty; we have seen none; we have already landed in (England, France, Belgium, Italy, etc.); we are simply sailing round and round in circles and probably never will land; we have passed through several of the most violent storms ever known, we are wrecked on a desert island; the weather has been beautiful all the way, etc., etc.

Verily, unless the censor has a "sense 'er" humor, his work will probably drive him mad long ere we land. In order that he may catch up, no letters may be mailed after noon Sunday until the troops disembark, when letters may be sent through offices at the port or elsewhere.

The principal thing noticeable in the letters of the men aboard is the note of cheerfulness and desire to get "over there" and into the fighting. No gloom, no fear, no sadness—just a healthy, soldierly ambition to move things up and get at the "Hun." In their letters they bear out the opinion expressed of them: The best natured, healthiest, scrappiest outfits so far taken across.

A BIT OF VERSE

We're near the shore—
Be sure we'll always bear in mind,
When dangers of the deep are past,
And we've gone overside at last,
The friends on board we leave behind,
To see no more.
As well be sure we always will
Recall the hours we used to stand,
A seasick bunch, and sigh for land—
We'll ne'er forget the "drowning drill."

HUMOROUS AND OTHERWISE

The Top Sgt. was asked if he saw any comedy on board: he replied, "Doc, it's all comedy."

When you are Over There, remember that the sight of your tin hat won't scare the Boche to death.

Beware the soft breaking bomb that feeds you water for breath and burns your lungs to parchment.

It's a good thing for Pottsdam that our boys aren't pitching Kaiser Bill's bean to Babe Ruth.

"Kaiser Bill sure built us some nice boats," remarked a sailor, examining the deck and rail workmanship of the transport. "I only hope he'll not retreat so far but that we can thank him personally, before the war is over," he added.

Said the "Intelligent Printer," "By Gee,
Why kick about 'Subs' while at sea,
I don't understand,
Because when on land,
A "Sub" always looks good to me."

VOLUME VI

Perhaps the most pleasant and successful trip as a transport that the *George Washington* made was the seventh when she left the home port on August 18th and made a rapid passage in the company of only the *Von Steuben* and the *America*. But nine days instead of the usual twelve or fourteen intervened before Brest was reached on August 27th and perfect weather continued throughout.

Besides a considerable cargo of freight and the usual casuals and sailors for overseas service there were on board the 8th Field Artillery, the 79th Field Artillery the 19th Machine Gun Battalion, the 7th Ammunition Train, the 10th Field Signal Battalion and the Headquarters of the 39th Division.

Quite a number of former newspaper men were found among the passengers and many of them contributed to "The Hatchet." The clever work of Captain Claude T. Porter of the 8th Field Artillery and Lieut. Hugo B. Law of the Air Service, however, was responsible for the excellent volume that resulted on this trip. To them must be given the credit of producing what in some respects is regarded as the most popular group of "Hatchets" in the series.

Associated in no small degree with the unusual success of this volume is the skilled work of the few men in the printing office. E. E. Fecteau, W. H. Boyle, J. H. Schultz, A. Grahm, E. J. Schneider, J. F. Kimpflin, C. C. Kinder, F. H. Yoste and —— Quinn, are the ones from the troops on board who worked with the ship's printers to make the pages of this volume excel.

On the return trip one hundred and seventy nine wounded and cripples were carried. Among other passengers were seven members of the Committee on Naval Affairs of the House of Representatives, including the chairman Mr. L. P. Padgett, and a group of distinguished French officers bound on a diplomatic mission for Russia by way of America.

On this trip advance information was received of the probable detachment from the ship of Captain E. T. Pollock and Medical Inspector J. F. Murphy. On September 4th, four days before reaching port, a dinner was given in their honor by the Ward Room Mess at which several notable addresses were made extolling the high quality of their exacting and important service in the dangerous months that the *George Washington* had spent in the transport service.

On September 8th the anchor was dropped again, this time in Hampton Roads, Va.

Extract from Annual Report of the Secretary of the Navy, in letter from the Chairman of the House of Representatives Naval Committee, Nov. 12, 1918.

The chairman and a number of the members of the committee returned upon the transport *George Washington*, under the command of Captain Pollock, United States Navy, who had successfully made a number of trips across the Atlantic, transporting troops and freight to France.

We were glad to note the same splendid condition of cleanliness of ship, care of men, and discipline aboard the transport under the management and operation of the Navy as we had found upon the regular ships of the Navy.

We wish to express our commendation of the good service and management of Captain Pollock and the officers of the Navy associated with him upon the ship.

Respectfully submitted,

L. P. PADGETT,
Chairman.

THE HATCHET

Published On The High Seas

Vol. 6 | Monday, Aug. 19, 1918 | No. 1

GENERAL COMBINES DARING AND DISCIPLINE

Now that we are embarked on our voyage to the scene of action to undertake the work for which we have struggled to prepare ourselves, it is fit that I bring to everybody's attention the necessity for a strict and absolute obedience to orders at all times and particularly on board ship. Discipline is essential to efficiency under all circumstances but becomes of the greatest moment on shipboard where close quarters require the careful regulation of every thing connected with preparation for possible emergencies.

Cleanliness is all important, so the rules regulating sanitary conditions become the first consideration. Violation of these rules, whether intentional or unintentional, may lead to serious consequences in the health of the command. Neatness and proper order in sleeping quarters and mess halls enable the organizations to care for equipment and the individual members of the command to obtain the greatest amount of comfort during the voyage by economizing the limited space available, knowing always where different articles are stowed, and having these articles in such condition as to be packed with other things without danger of contamination.

Preparations for emergencies which may arise at sea, show the value of discipline. Everything required must be done with dispatch and without disorder and so enforced as to become automatic. Every individual must know what he has to do and how he is to do it, so that he may reach his proper station in the dark and there await his orders.

A neglect of precaution in regard to food and water reacts in time of danger, not only on the individual but upon an entire boat's complement.

Proper discipline is essential to any organization and is invaluable to any individual. As discipline is developed, the other important characteristic—the will to do and dare—grows at the same time. With "guts" to carry out our work and with discipline to regulate it, we are equal to any contingency which we may be called upon to face, whether on land or sea.

Troop Commander.

ON THE ROAD TO FRANCE

By Daniel M. Henderson

Thank God our liberating lance
Goes flaming on the way to France!
To France—the trail the Gurkhas found!
To France—old England's rallying ground!
To France—the path the Russians strode!
To France—the Anzac's glory road!
To France—where our Lost Legion ran
To fight and die for God and Man!
To France—with every race and breed
That hates Oppression's brutal creed!

Oh France, how could our heart forget
The path by which came Lafayette?
How could the haze of doubt hang low
Upon the road of Rochambeau?
How was it that we missed the way
Brave Joffre leads us along today?
At last, thank God, at last we see
There is no tribal Liberty
No beacon lighting just our shores!
No Freedom guarding but our doors!
The flame she kindles for our sires
Burns now in Europe's battle fires!
The soul that led our fathers west
Turns back to free the world's oppressed!

Allies, you have not called in vain!
We share your conflict and your pain!
"Old Glory" through new strains and rents,
Partakes of Freedom's sacraments!
Into that hell His will creates
We drive the foe, his lust, his hates!
Last come, we will be last to stay—
'Till Right has had her crowning day!
Replenish, comrades, from our veins,
The blood the sword of despot drains,
And make our eager sacrifice
Part of the freely rendered price
You pay to lift humanity—
You pay to make our brothers free!
See, with what proud hearts we advance—
To France!

SECRET SHEET SHOWS SURPRISING HUN LOSS

By Radio to The Hatchet

With the American Army in France.—That the Germans were hurt in the Allied drive worse than was ever dreamed, is evident from a paper found on a German prisoner. The paper was circulated among the soldiers surreptitiously. The prisoner said the death penalty was threatened for those having it in their possession. "The awful months that we spent before Verdun are with us again. Even the General Staff admits the losses are tremendous. Whole companies have disappeared. Regiments are reduced to small numbers. Many divisions have lost seventy percent. There is hardly one division out of a hundred between Arras and Lafere that has not lost at least a third killed and wounded."

YANKS DOWN HUN PLANE

WASHINGTON, Aug. 19.—General Pershing's communique of yesterday says, "In the Vosges, our troops in the course of a local attack, captured the village of Frayelle. Yesterday, Friday's communique also made public last night, reads, "Yesterday, in the course of a combat in the region of Fliery our aviators shot down a hostile machine. The following details of the aerial combat have been reported: Lieut. Stiles and Lieut. Drew engaged four Fokker biplanes over Fliey August fifteenth. One of the planes was shot down, Lieut. Stiles and Lieut. Drew being credited equally with the destruction of the machine.

PARIS via WASHINGTON, Aug. 19.—The text of tonight's official communique says, our progress continued north and south of the Avre where we have taken one thousand prisoners and numerous machine guns since yesterday. Farther south we captured Canny Sur Matz. and north of the Aisne we captured enemy positions on a front of five kilometres, and to a depth of fifteen hundred metres in the region of Autreches. In this latter action we took two hundred and forty prisoners. Twelve enemy airplanes were brought down yesterday."

INTRODUCING THE HATCHET

The New York Evening Post and Kansas City Times describe this unique newspaper as follows:-

"The Hatchet is something more than a will-o-the wisp of the sea. It is an institution of the broad highway between America and Europe - not the Atlantic Monthly but the Atlantic Daily."

In this way the paper published on this ship has been introduced in the East and in the West; and on such a basis it greets public in this the sixth volume.

With a talented board of editors of the army and navy and a growing force of experts at work in the press room an auspicious beginning has been made. The paper contains news received by radio, happenings on the ship, original contributions, humorous and poetical - anything interesting in fact that passes the censor.

It is distributed free of charge and enough are printed to furnish every man on board with a copy every day. A great number of men keep a file to mail home as the best remembrance of these blank weeks on the watery way.

LOCATION OF CANTEENS

The men with a lot of money in their pockets have doubtless already found the several canteens on the ship, but for the information of others who have less of a detective sense, the following will be useful to know.

Officers' Canteen, B deck aft on the port side; open, 9:00 to 11:00 a. m. and 1:00 to 4:00 p. m.

Troops' Canteen, E deck at the foot of the forward and after ladders; open 10:00 to 12:00 a. m.. 1:00 to 3:00 and 6:00 to 8:00 p. m.

Crews' Canteen, near Small Stores forward; open one hour after each chow.

The "Y" Headquarters are located on D deck amidships. Nothing is sold here, but all sorts of games, books, magazines, scriptures, writing materials, general information etc., can be had for the asking.

It is reported that 748,962 men between the ages of 31 and 45 have quit telling how anxious they are to fight. Of course, this has no connection with the new draft law.

THE WOOD PILE

"Hew to the line, let the quips fall where they may."

The boys look rather well in their smoking jackets, dont they?

Soldiers are warned against taking any eggs found in the hatchways.

If you didn't get any "safe arrival" cards don't worry about it. Recent advices from General Gloom indicate that you wont need them.

One customer wants to know if a field clerk is any good on the ocean. Ye Ed says "Whaddyuh mean, 'on the ocean?'"

From the stress that's being put on this abandon ship drill, you'd think the navy was afraid they were going to be stuck with the blamed boat.

It was certainly quiet last night—you couldn't even hear the Sound.

"The Village Raspberry says he thinks we'll all know more about n i t s than knots before the war is over.

Swabbing the deck over the Officers' Mess Hall seems to be a very fluent operation. At breakfast this morning at least one officer was damped by numerous and sundry downward drops. He admits it's the first time he ever took a wash for raspberry jam.

The Clown Prince has moved his Headquarters to Noodlewurst, which is only sixty miles behind the lines. It is reported that the climate of the Marne valley was bad for his health.

GOSH BUT THIS IS MYSTERIOUS

By Special Rumor to the Hatchet

SOMEWHERE ON THE OCEAN IN AUGUST.—Great excitement was created in official circles here yesterday when it became known that a member of some ship had gained contact with an ocean. Names of the man and the ocean are being withheld pending investigation but it is confidently asserted by many who may safely be presumed to know that the ocean is none other than the one we are sailing upon and the ship is the very one on which the man (or boy) was riding.

While the report has not as yet been confirmed, it is believed that secret service men are held up in their investigation by the significant question. "Did he jump or was he pushed, and if so, why?" At any rate, our reporter has it straight from Private Tom N. Jerry, who was standing where he could have seen it if he'd been looking, that the man was AWOL until apprehended by another ship which managed to head him off and prevent his escape. It is stated positively that no rebate will be allowed the man upon his passage ticket.

CATHOLIC CHAPLAINS ON BOARD

For the convenience of the Roman Catholic men, both of the crew and the troops, who wish to receive Communion, Confessions will be heard in the "Mail Room" D deck near the Post Office, every afternoon.

Announcement will be made in due time in The Hatchet of the hours and place at which Mass will be held.

Our idiot strategist reports the only reason Germany was anxious to get Russia was to give 'em more room to retreat.

MORNING REPORT

Date		Lunches	
		Plus	Minus
19	Cpl. Hard B. Egg, busted to rank musician, per Par 1,		
	General Cold Storage Order No. 1492, dated Kokomo,		
	Ind. April 1st; Col. Whiffletree attached for rations;	1	
	Lt. Red R. Splits, Medical Preserve Corpse to duty on		
	the heaving deck.		13

THE HATCHET

Published On The High Seas

Vol. 6 Tuesday, Aug. 20, 1918 No. 2

RADIO INDICATES A SWEEPING ALLIED VICTORY ON NEW FRONT

Armentieres Taken; New Drive Perils Hun Salient In Flanders

Developments of tremendous strategic importance are indicated in today's radio reports. While the meagre nature of the dispatches received aboard ship makes it impossible to ascertain the exact extent of the Allied victory, it seems likely that the entire Flanders salient has become untenable to the German forces, and is being rapidly wiped out, restoring the battle line of March 21st, when the Huns began their "Big Push."

At the same time, new progress has been made on the Picardy salient, the important town of Roye falling to the British after several days of fighting. With the capture of this important railroad center, German communications in Picardy are badly disturbed.

New Offensive in North

The reported capture of Armentieres and Merville indicates an entirely new and successful offensive against the German salient at the extreme north end of the front.

Armentieres was the keystone of the British front in Flanders, but the German drive in March swept the Allies back from it nearly ten miles, resulting in the capture of Kemmel Hill and other important points. If Armentieres actually has been retaken, the entire German success in this region has been wiped out, and even the line of last spring is seriously threatened.

Down Five Hun Planes.

LONDON, Aug. 19.—The destruction of five German aeroplanes and a hostile observation balloon was reported today in an official communication by the British and three British machines failed to return.

By Radio to The Hatchet

BARRINGTON PASSAGE, N. S., AUG. 20th, 1918.—Under tremendous pressure of French and British troops, the Germans have been forced to retire on three important sectors of great stragetic value.

The British have captured Roye. French troops have captured the town of Armentieres. The village of Merville has fallen into British hands.

The Allies are making great strides and have advanced in some places to a depth of nine miles in the German lines.

American forces, co-operating with the French, have advanced a mile and a quarter on a front of more than eight miles between the Picardy and Aisne-Vesle battle fronts.

FOR A SAFE TRIP

Having noticed today some infractions of rules connected with the ship's routine, I have asked the editors of the Hatchet to republish the following, which appeared in the second day's issue of the paper on a previous voyage. I hope that everybody aboard on this voyage will heed the matters to which reference is made in the article, so that there will be no further necessity of alluding to them again.

Commanding Officer of Troops.

Experience gained on previous trips has shown the necessity for certain regulations which must be obeyed exactly and promptly.

There can be no question as to this absolute necessity.

First: It is possible that we may get a torpedo. We must, therefore, learn our

Continued to Page Two

French-American Forces Advance On Eight Mile Front

By Radio to The Hatchet

PARIS, August 20th. — The French and American drive between the Oise and the Aisne yesterday advanced a mile and a quarter on a front of more than eight miles, establishing a complete connection between the Picardy and Aisne-Vesle battle fronts.

This new drive brings success on a front which has been quiet ever since the start of the Allied offensive. The important successes of the past month have been won on both sides of this sector. The new advance co-ordinates the two battle fronts, and merges them into one great active line of nearly one hundred miles, running from Rheims north and west to Albert.

PARIS, Aug. 19.—According to an official report of the French sixth army operating on the north of the Marne an American division composed of German born men advanced eleven miles in seven days during the counter offensive capturing eight villages. This division once fought continuously for seventy nine hours.

40,000 Brownings Ready.

WASHINGTON, Aug. 19.—The War Department announces that of the machine guns, of the various types inspected, 108,973 were accepted for the use of the Army, up to August tenth, Browning numbers 40,226.

DePalma Sets New Records.

BELMAR, Aug. 19.—NEW YORK TIMES reports DePalma capturing all races at Sheepshead Bay Speedway, beating Dario Resta's record made last year at the same place covering thirty miles, within twenty seconds less time.

FOR A SAFE TRIP

Continued from Page One.

drill for abandoning ship, thoroughly. Each man must know just exactly what to do and do it at once. There must be no confusion, delay or unnecessary noise. This is important.

Everyone on deck should be a lookout, and when he sights any suspicious object, should report it immediately to the nearest regular posted lookout. Don't be afraid to report anything unusual. There is no such thing as a foolish report—better any number of wrong reports than to miss the one that counts.

Second: This is a dark convoy and this means just what it says. At the prescribed hour all lights, of every kind, every one of them, must be out and stay out. One that is thoughtlessly shown is just as dangerous as one flashed on purpose and may just as well be the means of our destruction. Each and every man must always remember this and be on guard always. If he has a match, a man from pure force of habit may strike it and never intend to do so. It is for this reason that all matches are taken away.

Third: Our health and the absence of communicable diseases is of the next importance. This requires absolute personal cleanliness. Each man should take a daily wash and shave and keep his uniform clean. Every person feels better when he is clean and neat and this brings us to the next thing necessary which is that the ship must be kept clean at all times, not cleaned at intervals. To do this we must learn not to make dirt. Trash cans are put about and must be used. The ship must be kept in such condition that a man may sit down anywhere and not have his clothes soiled.

Fourth: The danger of fire and the closeness of the berthing spaces, makes it necessary to prohibit smoking there. Smoking must be indulged in only when and where prescribed. Smoking lamps are provided for lighting up.

Fifth: Economy in the use of fresh water is very necessary. It is the little saving of each man that makes the big saving for all. This economy is very necessary.

Sixth: For our own convenience, we must keep the passage ways, doors, and gangways on deck clear. We are crowded and to move about at all requires that this be done. To neglect it inconveniences everyone and interferes with work. In moving about always keep carefully to the right. This is too clear to need comment.

Finally: "The Instructions for Troops," issued to one must be read and studied and obeyed by each officer and man. We must each and every one of us, be on the job all the time. Forgetfulness does not excuse any one of us. Our country expects every one of her soldiers to do his duty and this division is here to do it to a man.

THE WOOD PILE

"Hew to the line, let the quips fall where they may."

IMPORTANT!

Men jumping overboard should be equipped with the following:—

One. Service Record, properly endorsed to Davy Jones.

Two. Vaccination Record MUST be complete. This is vital as no shark will touch you if you have the proper certificate.

Three. One cake of Ivory Soap—it floats.

Four. Two cases of Whale Pills—extremely necessary, they keep you from blubbering.

Five. One saber scabbard—to be used only for sword fish.

Passengers are cautioned to face forward when alighting from the ship.

Don't refer to the officer in charge of your section as the Berth Control Officer. He wont like it.

Its been our observation that the average soldier doesn't know anything more about a ship than he's got from reading the "Katzenjammer Kids." I 'spose most of us are rather disappointed because we haven't heard a single "Dod Gast It" or "Shiver Me Mizzen Mast." Personally we've almost given up hope of hearing the First Mate roar "Pipe All Hands to Man the Lee Scuppers" or some such real b l o o d and thunder, and likewise briny, command.

READ THE HATCHET

The Biggest Newspaper Published Between New York and Liverpool

DOMINANT FOR 3000 MILES

A dry paper in a wet territory. Accepts no advertisements of Patent Medicines, German Rathskellers, Grape Juice, Movie Theaters, Correspondence Schools or Liquor. -:- -:- -:- -:-

BOLD AND FEARLESS

Prints All The News—When The Censor Lets Us

For Advertising Rates, See Page 16

BASE BALL SCORES

AMERICAN LEAGUE

Boston 6; Cleveland 4.
New York 1; Chicago 4.
Philadelphia 9; Detroit 8.
Washington 3; St. Louis 2.

NATIONAL LEAGUE

Pittsburg 8; New York 1.
Pittsburg 1; New York 2.
Chicago 2; Boston 0.
Cincinnati 8; Brooklyn 4.
St. Louis 1; Philadelphia 4.

It has been suggested that the war be settled by locking up the Kaiser's six sons in a room with the three remaining sons of the Roosevelt family. However, T. R. would probably object to this unless he could get into the scrap

MORNING REPORT

Date		Lunches	
		Plus	Minus
20	Sgt. Shute E. Leven fr. duty to Detached Service		
	with Bone Rolling Squad Par 1, S O No. 7, Monte		
	Carlo, dated Mar. 17, 1918.—Pvt. Aloysius Boil ap-		12
	pointed Lance Cpl. per S. C. D. No. 21—Lt. Proffu1	3	
	Axis, Medical Reserved Bore, to duty with Battery per		25
	G. O. 45.		

THE HATCHET

Published On The High Seas

Vol. 6 Wednesday, Aug. 21, 1918 No. 3

SUBMARINE AND CREW CAPTURED IN MIDNIGHT ATTACK ON SHIP

UNIQUE STRATEGY AVERTS DISASTER AND SNARES U-BOAT---ENEMY TAKEN WITHOUT GUNFIRE

Ship circles were wildly elated this morning when the Executive Officer confirmed the report that an enemy submarine had been captured while attacking at midnight last night.

The captured sub, which is one of the latest and largest enemy types, was taken before it had succeeded in launching a torpedo, the capture being the result of elaborate. but carefully co-ordinated plans cunningly laid by the ship's Board of Strategists.

Novel Stratagem Wins

The strategem itself was of a most novel and insidious type, and conceived with most consumate craft. While the means employed were cruel, and unusual in naval warfare, the Board felt entirely justified in their employ, in as much as they were face to face with a situation which contained the possibilities of a frightful disaster instead of the crowning victory which was achieved.

By special permission of the Commanding General, The Hatchet is able to present the exclusive story of the unparalleled manner in which the attack was circumvented.

Details of the Capture

Shortly before midnight and under cover of a lowering sky [Gosh, how the sky was lowering!] a band of ghostly figures crept surreptitously—and with stealth—out upon the farthest deck aft. Who could they be and by what token crept they thus aft? Ah! Who indeed! It was none other than the doughty and trusty Regimental Band of the Horseteenth Field Artillery.

Silently the shadowy figures ranged themselves about the stern. There was no faltering. Grim determination was shown in every precise move. Nor could any trace of mercy be discerned in their set faces as the bandmaster raised his deadly baton, and gave the signal to unlimber for action.

The tenseness increased as a single dim form moved to the rail, and unsheathed a glistening rod and line, to which was attached a sinister chain of links—the finest and most fragrant product of Milwaukee's leading sausage factory.

The final signal was given. Softly and simultaneously there were wafted upon the stilly breeze the raucous and repellent strains of the indubitably incomparable "WATCH ON THE RHINE." At the same time, Lieut. Izaak Walton, the manipulator of the rod and line, lowered the quivering sausages into the inky depths.

A favoring breeze, carried the repul-

Continued on page 2

FORESEE QUICK ACTION ON MAN-POWER BILL

NEW YORK, Aug. 21.—Speedy action in Congress on the new draft bill is forecast by the unanimity of press and public opinion in urging that the bill should become a law without the slightest delay.

The possibility of congressional objection to the proposed age limits of 18 to 45 meets with strong disapproval in the press throughout the country. "It should not take Congress three days to decide on a minimum age," says the New York Times. "The bill can be sufficiently discussed and passed in a week. What is supremely necessary is that the enemy should understand that we will place million after million of troops in the field to bring the war to an early victorious conclusion."

"We can see no reason for delay," says the Milwaukee Journal. "The measure should be promptly enacted. The superb nerve of our men in France is an outstanding fact. But it is unquestionable that in order to keep up the striking power of our troops, young blood is needed."

OISE--AISNE DRIVE CONTINUES--HUN COUNTER FAILS

PARIS, Aug. 21.—Pushing ahead along the line where General Mangin launched hls new offensive yesterday French troops have captured the village of Vossens, the war office announced today. Vossens lies ten miles northwest of Soissons and about three miles northwest of Nouvron-ingren captured yesterday by the French.

Lassigny has virtually been taken by the French. Latest dispatches from the front say that the town is surrounded by the French. Attack north of the Aisne is developing rapidly. The report said an advance of two miles had been made this morning.

Strong Counter Attacks Made

Powerful attempts to regain their lost ground were made by the enemy, who counter attacked in force and recaptured several important positions. Violent fighting during the afternoon again drove the enemy back, and evening found him once more in is his initiatory positions.

Toward evening enemy attacks were confined to the region of Carlepont [midway between Soissons and Roye] where he was repulsed by near hand to hand fighting.

LONDON, Aug. 21.—British troops, it is officially reported here, have captured Bois de Racquemont. At Boise Fendu, in a lively attack southwest of Roye, the British troops have swept the Germans from the greater part of Beuvraignes and are progressing to the southwest.

Six German planes have been shot down by British aviators, the air ministry announced. One British plane was lost. Sixteen tons of bombs have been dropped behind the German lines.

Terrible food riots have taken place in Petrograd according to an exchange telegraph dispatch today from Petrograd via Berlin and Amsterdam, working men parading the streets and shouting "Away with the Germans."

BASE BALL SCORES
TUESDAY RESULTS

NATIONAL LEAGUE

Pittsburg 10; New York 2.
Chicago 7; Boston 6.
Cincinnati 1; Brooklyn 2.
St. Louis 0; Philadelphia 3.

AMERICAN LEAGUE

Boston 4; Cleveland 8.

No other games scheduled.

Continued from page 1

sive notes and the tantalizing scent to the point where lurked the periling periscope of the approaching submarine. For a moment the tensity of the situation was appalling, and hearts throbbed with anxiety for the outcome. But the hungering Huns, hovering twixt love and duty, could not long withstand the ambrosial appeal of the Siren song and the sausage. Slowly but surely the submerged craft rose to the surface and into the snare. Grasping frantically at the bait, the sub shot forward and impaled itself upon Lieut. Walton's hook. 'Twas but the work of moment to reel in the line and drop a net over the slimy denizen of the vasty deep.

Sub Crew Now in Brig

The deed was did! Breathing a deep sigh of relief, the Lieutenant made fast his line to the capstan, and hastened to the bridge. "We have met the sub, and it is ours," he tersely reported to the Skipper.

With scant ceremony the crew of the captured craft were taken aboard and conducted to commodious quarters in the brig where they are now held pending action on a charge of dog robbery.

THE WOOD PILE

"Hew to the line, let the quips fall where they may."

Despite our earnest pleas, ship authorities refuse to allow any snipe hunting because of the light which the holder of the sack must have to attract the snipe. They delicately suggest, however, that the graceful gull esteems much the sack, the while he abhors the light.

"But what the Hell good are they when yuh catch 'em?" sagely queries the Chief printer.

All of which is pretty baffling.

Oh! For the life of a personnel Adjutant!!

Some stony hearted villain has hung a sign over the coal bin which reads "TO BE USED ONLY IN CASE OF FIRE." The Cheese of Police suspects fuel play.

Putting time and energy into this Abandon Ship drill is a good deal like giving a diamond ring to a girl—you have to marry her to get any good out of it.

A ship's order published yesterday states that "Officers and men on post will wear life preservers and canteens." We feel that this scanty raiment ought to be eked out with at least a bandoleer or an extra indentification tag these chilly nights.

We expect to run a course in naval grades and rank for the instruction of land troops aboard, taking one grade each day. It is estimated that if there is no land left in the world, this voyage may last long enough to cover the field after a fashion

The first thing to remember is that every man who wears a star isn't a general. He may be anything from a Staller, First Class, to a Mess Oven Officer.

The First Class Staller wears an angleworm on the left shin and a carbuncle on his right shoulder. He gets the latter from leaning against his bunk so much. His rank is the same as that of an off-swing driver in artillery and also equals that of the rumor sergeant in the aerial service. The life of a First Class Staller is very short in active service.

Don't ask for week end passes this week, unless you want to get off and walk.

Don't throw anything overboard. However, in case you are a member of the Lunch Heavers Association, this rule is suspended in your case.

Learn The Hornpipe!!

Taught In Two Falls

This quaint folk dance marks the real sailor and the finished tourist

It's Crool, Crool Stuff, Boys

You'll need it. See Dr. Shakemup for lessons, or write for correspondence school rates

SHIN GUARDS FURNISHED AT THE ARMORY.

I'VE LEARNED TO HATE THE KAISER

I'm loath to hate my enemies,
To love them seems far wiser,
But since I started overseas
I've learned to hate the Kaiser.

Because of him my shoes stay on
At night. Could life be rougher?
For every bath I do not get
Some German guy must suffer.

"You can't go there." "You can't stay here."
"Stand by your bunks"—and stifle!
Of all these things I pine to talk
To Wilhelm—with a rifle.

MORNING REPORT

Date		Lunches	
		Plus	Minus
21	Col. O. F. Corn attch'd for Rations	12	
	Pvt. Heave M. Over to Special Duty as Fish		
	Orderly and Corp. Ham Burger to duty on the		
	Dog Watch per Disorder No. 6		
	Lt. Heeza Goof from assigned to Attached [name		
	of girl witheld] per Bull. No. 11		13

THE HATCHET

Published On The High Seas

Vol. 6. Thursday, Aug. 22, 1918 No. 4

"IT'S A LIE" SHRIEKS ADM. von CAPELLE IN LETTER TO HATCHET

Vehement denial from German Naval Headquarters was received today as a result of The Hatchet's exclusive story of the unique capture of a German submarine yesterday. The following letter was written by Admiral Von Capelle, Chief of the German Admiralty, and is published at the reader's own risk.

Kiel, August 21st, 1918.

Editors, Der Hatchet:

Verdammter Chentelmans:—

Ven I got today my copy from Der Hatchet, it makes me so schrecklich mad I got to sit right avay down und write you a letter to say dot it vas all lies und Schweinhund Yankee bluff. You didn't capture one from mein U-boats und if you did, it vas not no nice vay for you to did it. Especially now ven der noble sausages iss so awful scarce in der Vaterland, it is a sagreligious shame to vaste vieners like dot. Ven I tink how you dropped der luffly sissiges in der cold, vet salt vater, it hurts me so I got to cry.

Und is dot any nice vay to haf your loafer band play out loud Der Wacht Am Rhein ven dey know dot der Hoch Befehl f r o m Allerhochstergrossenstabsgeneral von Dampfnoodel zu Berlin says positive every German soldier or sailor must got to stand up ven plays Der Wacht Am Rhein?

Now for der luff of Gott, lay offen me for a vile. I got already too much trouble. Efery day der Kaiser giffs me der Teufel because so verdammt many Americans gets across. But vot can I do ven all the time you sink my U-boats instead I sink your transports. Belief me, Mr. Hatchet I got a dog's life.

Yours for Schrecklichkeit,

VON CAPELLE.

P.S.—If you got left some of dot sissige, send me please a few. I ain't fressen real vieners so long it makes me sick.

BASE BALL SCORES

WEDNESDAY'S RESULTS

NATIONAL LEAGUE

St. Louis 3; Brooklyn 1 12 In.
Pittsburg 3; Boston 2
Chicago 9; New York 2
Cincinnati 4; Philadelphia 3

AMERICAN LEAGUE

Philadelphia 4; Chicago 1
Boston 4; St. Louis 1
New York 5; Detroit 2
Washington 3; Cleveland 5

EDITORIAL

FIGHTING GUTS AND FIGHTING EFFICIENCY

We are now in the war zone.

Each man has had inculcated in him by now that quality called discipline—the readiness and mental attitude instantly and cheerfully to obey an order.

But this alone is insufficient. A football team may have the best players in the world but it is not a winning team until it has acquired that quality which makes it a TEAM and not eleven separate players.

So, having acquired discipline, we must go still farther to obtain fighting efficiency.

Bravery is the commonest of human attributes. The average man is brave. Sometimes it is physical bravery and sometimes the bravery of the man "who hasn't sense to be afraid."

The bravery which counts most is the knowledge that you can depend on your comrades; the belief that your company is the best company in the best battalion in the best organization in the world, and a willingness to work to prove it. This is "team work"—esprit de corps—and in this spirit lies "fighting efficiency."

There is no place for the "guard house lawyer" or the man who, on receiving an order, wonders whether the "old man" knows what he's talking about.

The spirit which wins ball games is the spirit which wins battles—fighting "guts" and fighting efficiency. We have but one motto, "We deliver the goods."

Are you doing your best? If not, get busy!"

A Commanding Officer.

BRITISH ATTACK ON 9-MILE FRONT NETS LARGE GAIN

Penetrate Hun Positions To Depth Of Three Miles In Drive For Bapaume

(By Radio to The Hatchet)

ST. JOHNS, N. S., Aug. 22.—Early this morning the British attacked in a new offensive on a nine mile front north of the Ancre and it is understood that the Germans lines were penetrated to a depth of three miles in the direction of Bapaume. The British third army under General Byng are responsible for this advance.

In his report to the war office at noon Field Marshall Haig reported that satisfactory progress had been made. At five o'clock on the dot there was a terrific bombardment started by the allied troops and a large force went over the top.

The French are continuing their advance between the Oise and the Aisne. The new attack was carried out without any preliminary bombardment but with the assistance of large numbers of tanks.

WAR DEPARTMENT
Washington

Dear Captain:

I doubt if anyone who has not had the experience of a war time transport can fully appreciate The Hatchet, copies of which you have been good enough to send to me.

I appreciate your thoughtfulness and will keep them here on my desk for a more leisurely reading.

Will you not convey also to the publishers of the journal my thanks?

Cordially yours,

NEWTON D. BAKER,
Secretary of War.

THE WOOD PILE

"Hew to the line, let the quips fall where they may."

Pvt. Cal. S. Thenic says if they can't get more room for setting-up exercises in the morning the non-coms ought to confine the program to eye-blinking and ear-wiggling movements.

Seaweed Mike says there must be light Field Artillery ahead as he saw a single-tree float by last night.

It's our opinion that THE drummer of THAT Jazz band certainly throws a couple of dirty sticks.

It's no use, Clarence, trying to lather up with ocean water and Fairy soap.

LAST night.
WHEN the band was playing.
AND everything was rosy.
WITH the barometer staying up.
AND dinner staying down.
ALL of a sudden.
SOME eagle eye popped up.
ON the officers' deck.
"LOOKOUT!
A SUB!"
HE hollered.
AND all the peace and quiet.
DISAPPEARED.
AND everybody was het up.
THEN a naval officer came around.
AND took a look.
"HELL!" sez he.
"THEM'S porpoises."
AND everybody looked foolish.
AND sat down again.
AND the band went on playing.
AIN'T it silly.
THE way an innocent fish.
CAN show up a bunch.
OF so-called human beings?
I thank you.

THANKS—WE THINK SO, TOO

Our copies of The Hatchet we have read from end to end and a few of our impressions to the editors we send. The Wood Pile page is full of pep, the sporting page a treat; and the way you handle local stuff is pretty hard to beat. In fact we like The Hatchet from the handle to the blade. We like the men who make it and the ship where it is made. If you should ever need our help to keep it sharp and bright, we'll help you with our intellect, our money or our might.

—th Amm. Tr.

KITCHEN POLICE VICTORIOUS ON OOZE RIVER FRONT

[By Flying Fish To The Hatchet.]

CHEESE-ON-CRACKERS, GREASE, Aug. 22.—Gen. Lunch Room reports that the desperate counter attack under Gen. Cocky Roach has ended in the complete rout of the enemy forces.

"At one time" reads Gen. Lunch Room's dispatch, "the enemy almost succeeded in winning our counter but the splendid work of Generals Thompson and Childs enabled us to clear the sector.

"The hostile forces made a determined resistance on the off side of the Ooze River, just below the village of Rhu-Barb-en-Pie but nothing could withstand the deadly work of our regiment of Hunyadi Whoopsnacks, which, under Col. Epsom, was most active on this salient. The Bun Forces were obliged to fall back to the rear on Kitchen Police, completing their dislodgment."

Gen. Lunch Room adds that "great credit must be given our shock troops, which behaved shockingly throughout."

It is believed that the generals cited will be admitted to the Order of the Pie Crust for their distinguished work in this engagement.

Food Will Win The War —Don't Taste It!

1—Don't spill the beans!

2—Chow only twice a day!

3—Conserve the Jam—have it only around the decks, doors, halls and stairways.

4—Don't waste good food on overfed fishes!

HERBERT HEAVER
Benighted Skates Food Administration

LETTERS TO POP

Dere Pop—I've just kum in from a dril weed use to leave this ship flat on its back in the middel of the ocean if it shud ever make funny with us when we here a flock of bells and bugles we no the stuff is off and weer goin to go on without the bote now if everyone wuz to just jump offen the bote there wouldn't be no sistem to it and men ud be getten off without serviss rekords or nuthin and swimin round in the ocean all outa collum an everything and gosh our sargents ud be sore and weed get the dikkens so when we here this hell of a noise of horns and stuff like the time we wuz at that saloon in weehauken on new years eve we go thru forteen long narrow dark halls and up seven steep slippery stairs an in each korner a guy stands and yells shake it up an move out or keep to the rite or letts go an yuh feel like sayin go to hell only its so dark yuh cant tell if its a privet or sum offiser thats lost an is just yelling to purtend he knows where he is all the time then finally we kum out on the dekk an take our place i got a good safe wun way back by a smok stak with about a thousand peepul between me and the water sum poor fellas is jammed right up close to the railing where theyd got all soaked with waves an everything we usually stand there fer a couple of hours pickin our teeth and being told not to throw cigaret stubbs overboard as its dangerus i gess them submarines must be hell on snipe shootin ez far es i can make out they pick up the stubbs and by compewtin the average length they kin tell that a party of travelin salesmen hez gone by if there long and that its troops if there all short yuh certainly gottawatch them snipes well pop i gotta quit now an get in line fer somethin yer always in line fer somethin in this war, in line fer almost anything but promoshun i gess dis infectantly yoors george

BASEBALL FOR FRENCH ARMY.

PARIS: The French war ministry has ordered base ball training for soldiers, believing it to be helpful for hand grenade practice. Johnny Evers of Cubs and Braves fame was asked to instruct a corps and went immediately on his mission, taking with him two well known ball players.

UNTIL FURTHER NOTICE

MASS WILL BE HELD IN E—3 MESS HALL AT 6:15 EVERY MORNING

THE HATCHET

Published On The High Seas

Vol. 6 Friday, Aug. 23, 1918 No. 5

CAPTURE 15,000 HUNS IN TWO DAYS; ALLIED DRIVE CONTINUES TO GAIN

Germans Retreating Between Oise and Matz--- Hun Bombing Raid Fails, While Americans Bomb German Railroads Successfully

LONDON, Aug. 22.—Further smashes against the Germans in Picardy were made by both British and French troops today. In the Noyon region French troops battered their way after taking Lassigny a mile and a half beyond the city. More than fifteen thousand have been taken by the French in two days. This afternoon's French official report says; "During the night our troops maintained contact with the retreating enemy between the Matz and the Oise and east of the Oise. Not the least important feature of the operations is that they constitute a grave threat to the enemy's position north of the Aisne. General Mangin remarked, "Progress continued on the south and the total number of prisoners taken on the front between the Oise and the Aisne in the three day's fighting was over ten thousand taken by the Americans and French. We are on the east of the Oise east of Noyon from Sempigny to Bretigny.

AMERICAN BOMBING RAID EFFECTIVE.

WITH THE AMERICAN ARMY IN FRANCE, Aug. 22.—Many direct hits were made by American flyers Tuesday in a bombing raid on Flabeuville in the department of Muerthe et Moselle. Considerable damage was done to railroad tracks. All of the American planes returned safely in spite of heavy anti-aircraft fire directed against them.

AIR RAID ON PARIS FAILS.

PARIS, Aug. 22.—An attempted air raid on Paris this morning was frustrated by French planes and anti-aircraft guns it was officially announced. The attempted raid was made at ten a. m. this morning.

TONNAGE LOSSES INCREASED.

LONDON, Aug. 22.—Allied and neutral gross tonnage sunk by German mines and submarines during the month of July aggregated 313,011 tons, according to the official statement just made public. This report shows an increase over the June losses of 20,552 tons.

ITALIAN SUB IN DARING RAID

ROME, Aug. 22.—After running the gauntlet through a mine zone in the gulf of Quamero the Italian submarine F 7 torpedoed and sank a big Austrian steamship and returned safely to its base it was officially announced today.

LONDON, Aug. 22.—Twelve forty-five this morning found the British attacking the whole front between the Ancre and the Somme. American troops brigaded with the British were operating in this sector a few days ago.

LONDON, Aug. 22—The workers in the big Krupp works in Essen threatened to strike within forty eight hours according to a telegraph exchange despatch from Amsterdam. Strikes are said also to be spreading to the big industrial centers and women are employed in the manufacture of big guns for the army and navy.

SAN FRANCISCO, Aug. 22.—Thomas J. Mooney, labor leader, was today refused a new trial. This is the second attempt to secure a new trial. Mooney was convicted of killing a number of persons by throwing a bomb into a crowd of marchers who were marching in the preparedness parade two years ago.

Uncle Tom's Cabin

OR

"Tie That Steer In The Steerage"

A Drama of Slave Life on the High Seas

By Harriet Beechnut Stowaway

ACT ONE

Scene: Uncle Tom's Cabin -- Aisle 4, Space G-3 Time 4:59 A. M.

Uncle Tom and his nephews are sleeping more or less peacefully six in a bunk.

Enter Simon Legree with a bugle

LEGREE: Toot-toot-te-toot! Root te-toot-toot! Shake it up, men! Line up for abandon ship drill!

NEPHEWS: (chorus) ⁎ ? ! * ? ~ !!Æ£ **

LEGREE: (peevishly) Come on! Break away from the Ostermoors!

NEPHEWS: (sobbing softly) Whadyamean Ostermoors? Ya got it wrong, Si--it's Bethlehem Steel.

LEGREE: On your places, men! All blonds with numbers ending in seven or eleven, stand with both feet on the floor. All alien enemies with numbers ending in fractions, line up six inches to the left of the ceiling.

Nephews fall in, amid great scuffling of the Regals, and commence to trip gaily up their seven flights of stairs.

Enter deck guard No. 813 talking in his sleep.

DECK GUARD: Yuh gotta keep moving men—Yuh can't stand here.

Curtain

ACT TWO

Scene: 400 men are standing in 14 square yards on B deck.

Private J. E. Crowder would like to blow his nose but is unable to get his hand up to his face.

LEGREE: Close up there, men. Whaddyuh think this is, a polo field?

Enter 2nd Lt. Rick O'Shea, who finally manages to force his way to the railing.

LT. RICK O'SHEA: Now you men have got to be more careful about throwing toy balloons overboard as they indicate to the enemy just which way the wind is blowing. Another thing I want to mention is that——

Enter deck guard No. 1008.

DECK GUARD: Look here men—yuh've gotta keep moving—yuh can't stand here.

Exit all hurriedly. Curtain

Continued on page two.

THE WOOD PILE

"Hew to the line, let the quips fall where they may."

A SOLDIER'S SOB

We sleep in a space
Upon nary a feather
So crowded apace
We must all breathe together.

We crawl in by detail
And get up by count
And sit on our bunk rail
Prepared to dismount.

A sergeant yells "Now," then
We all squirm awhile,
"Shake it up there, you men"
And we bounce to the aisle.

If a red pepper smell
Got spread o'er the seas
'Twould surely be Hell
As there's no room to sneeze.

Our Rotund Surgeon says it's remarkable how many more cigar lighters than cigars there are aboard.

Farbeit from us to o'erturn the habits of a lifetime but attention is called to the fact that at the second Hague Conference it was decided to remove the spoon before drinking from a cup, it being found to be much safer.

Sgt. Carranza says that "considering the few horses there are aboard, there's a hell of a lot of picket line lying around this ship."

"Don't make my son an adjutant,"
The draft boy's mother said
"If he can't serve his country's cause
I'd rather he were dead."

"Of all sad words of tongue or pen, the saddest are these: "Keep Moving Men!"

Pvt. Hobb Nail.

The village correspondence school philosopher remarks that "A mail censor is necessary because some guys have no sense."

Old Mother Hubbard
Won't go to the cupboard
To grab off a victual to eat.
Says she, "On the ocean
This darned rolling motion

A prize is offered to the one submitting the cleverest concluding line.

Present all suggestions at the post office, care of The Hatchet.

MAIL CLOSES

A notice has been posted that it will be impossible to mail anything on the ship after Saturday noon. This of course does not exclude the possibility of mailing the later copies of The Hatchet on shore after disembarkation.

"TWINS" VS. DISINFECTANTS"

Dirt is "matter out of place" and there are various kinds of matter frequently out of place. Some kinds have odors, as Space Officers and Captains of the Heads know.

"—— Twins" are more closely related to the Siamese Twins than they are to the Gold Dust Twins ("to do the work for you") in that they are of the flesh—and muscle.

A disinfectant has an odor and generally a disagreeable odor.

One of the "—— Twins" is your "strong right arm" and the other, your strong left arm. These twins produce results. (See last line for winners.)

A disinfectant generally adds one bad odor to another and does not remove the cause of the odor. Result—a combination of two bad odors.

"——Twins remove the odor by removing the cause and they also leave clean surfaces and clean corners. Result—no dirt, no odor.

ELBOW GREASE WINS.

The Captain of the Ship.

UNCLE TOM'S CABIN

Continued from page one

ACT THREE

Scene: Uncle Tom's Cabin again. Enter Little Eva weeping bitterly and wobbling a bit.

LITTLE EVA: Whatteryuh goin' to do about me? You gotta have ME in this play. You can't have an Uncle Tom's Cabin without Little Eva.

Enter Mr. Marks, the Guardhouse lawyer, with a Manual for Courts Martial under his arm.

LAWYER MARKS: It says here distinctly in G. O. 999, as amended by Changes No. 65, W. D. 1776, that non-combatant women, girls or other nuisances shall not reside, abide, live, exist or in any way inhabit army transports. [Turns to Eva] You'll have to die three scenes earlier than usual.

LITTLE EVA: Oh, I dont want to die. I was just becoming able to——

DECK GUARD NO. 23: Well, yuh can't stand there! Yu'll have to keep movin'!

Exit Little Eva to Heaven, via Crow's Nest. Curtain.

TRANS--ATLANTIC
VAUDEVILLE
UNIQUE--SIDESPLITTING

Pvt. Fitzen Starts In His Tragic Bit, Entitled
"WHAT GOES DOWN, MUST COME UP"

That Rollicking Farce
"ABANDON SHIP DRILL"
By The Entire Company

40—Deck Guards—40
In Their Melodramatic Hit
"KEEP MOVING MEN—Y O U CAN'T STOP HERE"

Professor Hi Brow
Lectures On The Questions Of The Hour
"WHY IS A GERMAN?"

Those Comical N. O. D. Boys
"YO, HO--HO, WE'RE JOLLY TARS, FROM A CORRESPONDENCE SCHOOL"

Don't Miss It, Boys
It's Big Time Stuff

MORNING ORDERS

24--August--1918

Spurn too the watch at 4:30.

Holystone mess gear. Launder lingerie.

Call idlers loudly at 5:00 and all thru the day. Put them at wiping down heads

Break out in overalls. Stow broken parts in ventilator ducts.

Continue faint work.

Dress down wenches with oil, sheave pins and lashings.

Continue work in heads and motor boats, taking care that they are kept ready for instant use.

Touch up ditty boxes containing valuables and clean out Lucky Bag.

Quarters for Mustard at 9:30.

All deficient officers report for conference on boat seamanship.

Abandon the Ship Drill for troops, only at 10:00; 11:00; 1:00; 2:00; 4:00; 5:00; 7:00; 8:00 and at night fall.

EXPECTIVE OFFICER

WASHINGTON, Aug. 22.—The findings of former Justice Charles E. Hughes of the air craft investion committee will be turned over to the president next week.

SPECIAL SATURDAY EDITION

THE HATCHET

PUBLISHED ON THE HIGH SEAS

YOU CAN MAIL THE HATCHET BACK HOME

Vol. 6. Saturday, Aug. 24, 1918 No. 6

HINDENBURG FAR FROM DEAD; TAKES COMMAND IN WEST

German Reverses Force Ludendorf To Resign His Command

CARNAVAN, WALES, Aug. 24.—Hindenburg is far from being dead and appears very much alive again; rather too much alive for Ludendorf, who has to resign the command of the western front to the other popular idol.

As Ludendorf has been responsible for the strategy which has led to the recent defeats his former chief and present rival can allow himself to be candid about it. So he did not mind informing the third regiment of Prussian guards when he reviewed them the other day that "we have recently happened to have a setback." This was on August 18, since which very recent date the Kaiser's army have happened to have some more setbacks.

Germans Forced to Guess.

Yesterday, as on all these days since the tide turned in the west, the blows of the Allies were falling on one sector after another of the enemy lines from the Ancre to the Aiette. No sooner did an advance slow down in one region than another started elsewhere and the fruits of the Allies' unity of command are gathered at one point after another while the daily task of the German command is to guess where the next thrust will be made.

Yesterday the surprise which the British had ready for them was an attack between the Somme and the Ancre on ground which had been an objective for so long to so many of all the armies. Progress was made on a seven mile front and Albert was taken back from the Germans. On Wednesday and Thursday the British took 5,000 German prisoners to point the moral of the operations.

Meanwhile the French were still busy to the south. Gen. Mangin's army was still working forward on the other side of the Oise. Another had completed the capture of the Lassigny Massif. The French progress in this region had brought them back to the position which they held four months ago but with a difference that it is the Germans who are on the defensive today. The night communique says that they had fifty three guns collected since Thursday.

In France

With the ship rapidly approaching the shores of embattled France, and the first long step of the voyage to Berlin accomplished, the HATCHET has asked some of the leaders of organizations aboard ship to deliver, through these columns, their message to the men who are about to enter upon the actual work for which they have so long been preparing.

To Get Into the Fight Without Delay

We go to a foreign country to fight in a righteous cause, and standing shoulder to shoulder with our allies, are bound to win; but not without self sacrifice and strict obedience to orders and the rules and articles of war.

In order to get into the great struggle without delay discipline must be the first, last and only consideration; discipline devolving alike upon every person in military service whether officer or enlisted man; discipline which admits of no relaxation and which tolerates no excuse for neglects or infractions.

MAJOR GENERAL H.

France—Our Host

Does not one's heart thrill a bit as we approach the shore of historic, suffering, valiant France? As we start upon our "great adventure" let us firmly resolve never by word or act to disappoint or offend those whose guests we are about to become, and who, for four bitter years, have fought our war.

BRIGADIER GENERAL H.

"Move Along, Hindenburg!"

We have been at sea for a long time but now that we have finally answered the call to "come across", it will be well to set for ourselves a standard by which we can best put over the job we have set out to accomplish.

Continued on Page Four.

ALBERT FALLS TO BRITISH; FIGHT ON THIRTY MILE FRONT

Battle Nears Old Line Of Bapaume-Arras; Street Fighting In Albert

By Radio to The Hatchet

ST. JOHNS, N'F., Aug. 24.—Sir Douglas Haig's report today shows that fighting is proceeding in his sector from a few miles south of Arras for a distance of thirty miles down to Chaulnes and progress is being made. The capture of Albert by the British was effected after a short but effective series of street fighting. The enemy twice attacked our position in the neighborhood of Baillercourt Farm east of Beaucourt and was repulsed.

Huns Lose Pivotal Positions

With the scene of British activity shift-

Continued on Page Four

ORDER

Beginning Sunday morning, Aug. 25th, all persons on board must remain fully dressed and must have life belts and filled canteens with them at all times.

Visiting between Army and Naval Officers is prohibited. The latter are to be either at or near their stations or in their rooms. All persons are to remain on deck as much as practicable, and each one is to consider himself a lookout and report anything and everything in sight through the nearest lookout station at once.

No precaution is too small to be omitted and no report is trivial.

SAFETY FIRST, LAST AND ALL THE TIME depends on the keenness of the lookouts.

Captain, U. S. Navy,
Commanding.

THE WOOD PILE

"Hew to the line, let the quips fall where they may."

'Twas Ever Thus

Oh Surgeon Sir this bird exclaimed
I'm sick and wounded, maybe maimed;
My head it aches, my feet are sore
I just feel rotten o'er and o'er.
If that's the case the surgeon said
You're quite, if not completely, dead
I'll do my very best I will
Here take this nice cathartic pill
Your tongue now looks a trifle sooty
And just for luck I'll mark you "duty."

Attention is called to the fact that on arrival at port the life jackets are to be exchanged for gas masks.

From official sources comes the promise that on arrival at Berlin, each mask can be exchanged for a keg of beer.

Keep Moving, Men!

THE BEATEN TRAIL

A century of years has passed
Since other troopships crossed the sea
And brought the noble aid of France
To us, who would be free.

Now, back along the way they came
Along the hallowed path they trod
We go to pay our debt to France—
And keep our faith with God.

Yes We Do Have a Hard Time BUT

Have you stopped to think about the French troops who made it possible for Washington to bottle up Cornwallis at Yorktown and achieve American Independence? What a time they must have had on their way to America? Boats no larger than modern ferries; how they must have tossed! Weeks instead of days on the water. No cold storage eggs, no green apples, no salt water soap, no submarine excitement, no books, no Y. M. C. A., no "Hatchet," no nuthin!!

Not so bad is it? Eh boy?

—A Private

CROWN PRINCE WELCOMES YANKS TO THE WAR ZONE

Little Willie Sends Wireless Message Of Greeting To Troops Aboard Ship

The Radio Operator emerged from his lair early today showing symptoms of great excitement. "I've got the Crown Prince himself on the wire," he said, as he rushed into the editorial room of the Hatchet. "The poor fish says he's got something on his mind he wants to tell us. He claims he's sober. Shall I let him talk?"

"Sure," we told him. "If the wireless can stand it, we can." And this is what we got:

"To all der Damfool Yanks vot got a nerf to come ofer my ozean—Willkommen!

"Vile I can't tellen you it gifs me much bleasure to velcome you to Frankreich, I got lots on my mind to say to you about. Lately, papa he von't let me say much to mein own army, so I must got to talk to somebody else. Papa he says to me I'm a Dummkopf all the time since I got so terrible licked down by der Marne, but I ask you, ain'd it all his other Chenerals now getten strafed alzo der same vay.

"But anyway I should vant to explain you a few dings so you vould'nt make mistakes like der Yanks vot iss alretty by der front. Dose fellers ain'd got no sense anyvay. All der time dey vant to fight. Makes it no difference iss it early oder late, vet oder dry, cold oder varm—all der time dey looken for a fight.

"Now, boys, dot ain'd nice. My soldaten got trained only vonce in a vile to fighten und most of der time in dug-outs sticken. But nowadays always comes along dese Schweinhund Americaners und makes dem come from der dugouts raus und fight. Und Deutscher soldaten can't stand it. If dey get too much bothered, right avay dey holler Kamerad.

"So I ask you mit tears in mine voice, don'd do it like dot. If you got to fight, all right. But don'd be a hogs. Chust fight vonce in a vile, und giffs us a little rest, blease. I getten awful tired from dis war, und it is getting awful rotten der Pilsener Beer we get nowadays.

"Und haf a nice time ven you get in Paris, poys. Dot's von place I guess I nefer get to no more.

"Papa says tell you to go to hell."

Disgustedly,
FRIEDERICH WILHELM,
Clown Prince von Germany.

LETTERS TO POP

Dere pop:—

Ive just gotta tell yuh bout the kalisthenics we have every mourning Its not that they aint a good thing fer i think they are they do more ta keep the men in good hewmor than anything else except messin which is reely what we look foward to we dont get eny food but gosh the fun we have tryin to get into the messall an out before the next bunch is comin in Well i wanted to tell yuh bout theez settin up exersizes We have to have sum exercizes or somethin bekause weed just nacherly go stale ez we dont do a a thing all day long but just swab decks an hall wood an supplies an police up an drill n line up n do guard n lookout n wash pots an pales an push aroun thru a kupple a thouson peepul on a errund evry half hower fer sum bird so yuh kin see fer yurself pop weed be just paralized frum inakshun if we didn't get sum reel limberin up like im goin to tell yuh bout.

It kums rite after the bandanna ship drill We wate where we are an finaly we start up throo lots an lots of stares an halls in singal file they call it which means yoor on the heels of the man ahed of yuh an sumbudy else is on yoors Keepe klosed up now an folla rite after the man ahed they yell at us The other day i folloed rite after the man ahed an found out afterwerd he wuz sum bird frum another battery that got into the line when we wuz in a dark passage way He wus goin to wash his hands an we led almost the hole battery into a toylet an yuh shud a seen the dirty looks they gimme an that wuznt all eether.

Well we finally got started agen an ended up on a dek thets way up frum where we live its almost even with the water an we lined up there an the offiser says to a sargent give em sum pep drill an the sargent rores at eeze I made myself comfortable an yuh otta herd what he told me Yuh dum egg yuh he sez dontcha no what to do when yuh get the kommand at eeze Yuh better krash outta that dope er yer frends ll be singin hims and yoo wont here em at all.

Now he sez klearin his throte kinda the first exersize is the hawayan hip shake dun in fore counts at the furst ya turn yoor neeze in razing both sholders

Divine Services

Sunday, August 25th, 1918

MASS

For Troops, E 3, 6:15 a.m.

For Crew, F 4, 8:30 a,m.

CHURCH

at 10:30 a.m.

For Troops forward, E 3

For Troops amidships, Hatch No. 5, C deck

For Troops aft, D deck at stern

For N. O. D's., A deck

at 7:15 p.m.

For Crew, crew space F 4

Christian Science Church

2:00 p. m.—Room 130

FOILED AGAIN!

For weeks I had been thinking of what a glorious chance I'd have for doing bunk fatigue when we set sail for France; how I would spend a goodly time stretched in a big deck chair with nothing on my weary mind but a close crop of hair.

When I would tire of watching the flying fishes fly, down to my cabin I would go and on the old bunk lie. No morning call at four a. m., retreat nor comp'ny drill; nothing to do but catch up sleep 'til I have had my fill.

But what a sad awakening when I got on the ship! It seemed some one had figured out each minute of the trip; abandon ship and B. S. watch and guard and lookout too. For quite a spell it looked as tho we never would get through.

It seems as tho that night and day were not enough of time, and so they set the clock ahead and that is working fine. In fact it works so fine that now they do it twice a day. And when the blooming thing will stop, no army man can say.

Continued from page two

slitely in the ayre at too yo lower your sholders and pull in yoor stummick at three ya lift both feet off the dek an at fore ya rekover honest pop i aint rekovered yet it was feerse However after doing it sevral times we got it down so ez we didnt loose anywun overbord so our sargent was satisfide

Yuh kan see fur yurself pop that we just gotta have things o this sort to keep us frum vegetatin or sort a goin to our reward from gout well i guess i must quit and line up to sign the pay roll yessir even the pay is rollin now affectedly yoors george

"A SAILOR'S GROWL"

AN OPEN LETTER FROM THE SHIP'S EXECUTIVE

It's all right for you Army files to ridicule our numerous anti-submarine precautions and to lighten irksome restrictions by poking harmless fun. While doing this you have appreciated the necessity for constant vigilance and have carried out requirements strictly and to the letter. But how would you like this "sleeping in stuffy holes—carrying life preservers and canteens—continuous abandon ship drill—no lights—no matches—you can't stay here—you mustn't go there" sort of an existence as a steady diet, month in and month out?

For you, these discomforts last only a few days and with big things ahead you can afford to make a "lark" of temporary inconveniences. With us, the most excitement we can look forward to is a sudden stab in the back, perhaps a glimpse of a periscope, a few shots, some depth-bombs dropped (result unknown), and an opportunity to show our discipline and preparedness in first trying to save the ship, or, if that fails, in an orderly and seaman-like abandoning of the ship as she sinks.

We are not kicking nor complaining but just getting rid of the proverbial "sailor's growl." We realize we are only small pawns in a big game and we intend to do our alloted task cheerfully and well: still, there is no harm in letting you luckier fellows know that we envy you your coming opportunity to engage the enemy in an above-board fight.

It is a mean trick of Germany to spring this nasty U—Boat campaign. Now that war has come it is hard to have to give up all those dreams of a big sea battle "a-la-Jutland" served "au-style-Americain," and substitute the endless grind of Transport duty. Submarine warfare, as conducted by Germany, is no part of a seaman's trade.

There is much satisfaction, however, in watching the splendid work of our army, and in the knowledge that we are taking an indispensible part in rendering that army effective. In this way we share a little of your reflected glory.

On your advance toward Berlin, during odd moments, give the old ship and what she is doing an occasional thought. With us it's the same old story. The anchor drops in an Eastern port, troops disembark, booms are sent up, lighters come alongside, winches and whips begin discharging cargo,—night and day the work continues,—immediately the ship is emptied the wounded and other passengers are received on board, up anchor, out lights, abandon ship drill, etc., etc., over and over again. A hum-drum life compared to yours, but that is the fortune of war.

This is our . .th trip, and we have become pretty well acquainted with quite a number of army organizations of various corps and coming from different sections of the country. From our experiences it would be hard to do any picking and choosing. The more we see of the men in khaki the better we like them. But the artillery service naturally attracts naval men and for obvious reasons these particular units on board appeal to us strongly. We like your snappy organization, your discipline, and most of all your esprit de corps, evidenced on all sides by the keen desire to close the enemy.

The best of luck to you, and if your successes keep pace with our good wishes you will soon be across the Rhine.

MORNING REPORT

Date		Lunches	
		Plus	Minus
24	Pvt. Ed. Herring for Duty to D. S. at School of		
	Porpoises per par. 2, S. O. 606—		14
	Capt. Kidd for B. S. Officer to duty on the		
	Hatchet's Woodpile per Cash Order No. 11, dated	11	
	Dec. 25, 1918—Pvt. Crust E. Bunn to Special		
	Duty as Bread Orderly per mistake No. 13, East		10
	Lynn, July 32, 1896. Sgt. Ben Zene transferred		
	to Ammunition train as conductor.		

"We Cannot Tell A Lie"

THE HATCHET

::: Established February—1918 :::

A DAILY NEWSPAPER

Published on the High Seas. Distributed free to all members of ship's crew and troops aboard ship. May be enclosed in soldier's mail.

Published by a Board of Editors of Army and Navy officers. Contributions welcomed. Address "The Hatchet" care ship postoffice.

Editorial

RESULTS! ACTION BRING RESULTS.

The man who thinks "George will do it, so I won't," and the man who sees something ought to be done but who does nothing, have no place in military or naval organizations.

Results and prompt results are what count, and in order to obtain them, prompt action is necessary.

An order to do certain things without specifying when to do them does not mean "any old time."

If something is to be done, do something and DO IT NOW!

It may not be the best thing to do, but if something must be done to help things along or to avoid disaster, it is infinitely better to make an attempt than to stand around like a stoughton bottle or a wooden Indian. Inactivity will produce nothing.

Results require quick thinking as well as quick action and your brain as well as your body must follow the slogan of the organizations now on board—Get a move on! GET A MOVE ON!

The Captain of
The Ship

The mail censor says that Brigadier Gerard and Baron Munchausen had nothing on some of the comforting letters home he's been reading.

So far we've only been torpedoed three times, have battled successfully with four schools of submarines and sunk six battleships.

WORLD SERIES ASSURED; CUBS TO MEET RED SOX

NEW YORK, Aug. 24.—It is now assured that the 1918 world's series will be played. However, it will come a month earlier than usual, owing to the curtailment of the regular season by the War Department ruling which ends the schedule on September 2nd. Secretary Baker states no objection to playing the World's series immediately following this date.

The likely contenders are the Chicago Cubs, now sure winners in the National League, and the Boston Red Sox or Cleveland in the American. While Boston's chances are best, the Indians are still threatening.

ALBERT FALLS

Continued From Page One.

ing to the north, the German defense is apparently badly shaken. Albert, now in the hands of Sir Douglas Haig's armies, has been the pivot of the Hun's right flank in their retreat to Picardy. The British frontal attack on a line extending north to Arras, twenty miles above Albert, has destroyed this pivot, and greatly increased the front along which the Huns are retreating,

The old British line of Arras-Bapaume-Peronne is now within grasp, and should fall to Haig's armies before the present offensive rests.

STAY AT THE
HATCHET HOUSE
WHEN ON THE ATLANTIC

The Best Packing House
Between
Cape Cod and Dublin
We Pack You In Snugly
Air Changed Weekly
Crafty Cabaret Performance
Nightly In The
Sardine Room
Close To The Water

DON'T KEEP MOVING!
YOU CAN STOP HERE!

In France

Continued from page one

"We won't come back 'til it's over over there," "Smile, boys, smile!", "Goodby Broadway, Hello France!", and "Keep the Caissons rolling along!" all serve to keep the "pep" fires burning but our good ship has given the best incentive of all to help us "carry on" when the real test comes. So when we receive our baptism of fire, and find the Hun, however strongly intrenched on the Hindenburg line, let every one, suiting action to word, up and at 'em with the familar cry "Move along, now! you can't stop here."

COLONEL H.

Shake it up! Keep moving! Let's go!

I have noticed many jokes in The Hatchet on the above, but is there any expression that should be more typical of the spirit of the A. E. F.? To win, we MUST "Keep on moving" and not stop until we reach Berlin.

For my part, I know of no better motto for the men of my regiment than:—Shake it up! Keep moving! Let's go!

COLONEL S.

PEP! You Need It!

"Pep" is a small word with a big meaning in military work, and it's not beyond the reach of anyone.

Acquire it, develope it, and hang on to it! Private, non-com or officer, YOU need it.

HAVE it and SHOW it all the time. It can mean but one thing for our enemy —DEFEAT.

And it spells two things for our cause, SUCCESS and VICTORY.

Push—plus—Energy—plus—Perseverance gives PEP—your Liberty Sum.

LT. COLONEL C.

For Fighters

Get mad! Not the wild rage of the Berserk; nor yet the fanaticism of the Turk; but the cold rage of the Anglo-Saxon which figures that one Yank is worth at least two Huns. As the Crusaders of old went forth to battle for the Holy Land, so today America is sending forth her best in order that the world may be fit to live in. Without hope of reward-but solely for principle are we here to day. Has the red blood of our forefathers turned to water? If not, get mad!

LT. COLONEL B.

LARGEST CIRCULATION ON THE ATLANTIC

THE HATCHET

PUBLISHED ON THE HIGH SEAS

YOU CAN MAIL THE HATCHET BACK HOME

Vol. 6. Sunday, Aug. 25, 1918 No. 7

TROOP CONDUCT IN FRANCE---AN ORDER BY GEN. PERSHING

"For the Good Name of the United States," G. O. No. 7 Prescribes Conduct

For the first time in history the American army finds itself in European territory. The good name of the United States and the maintenance of cordial relations requires perfect deportment of each member of his command. It is of the gravest importance that the soldiers of the American army shall at all times treat the people of France, especially the women, with the greatest courtesy and consideration.

Courtesy Vital

The valiant deeds of the French armies and those of our Allies, by which they have successfully maintained their common cause for three years, and the sacrifices of the civil population of France in the support of their armies, command our profound respect. This can best be expressed on the part of our forces by uniform courtesy to all the French people and by faithful observance of their laws and customs.

A Point of Honor

The intense cultivation of the soil in France and the conditions caused by the war make it necessary that extreme care be taken to do no damage to private property. The entire French manhood capable of bearing arms is in the field fighting the enemy. Only old men, women and children remain to cultivate the soil. It should, therefore, be a point of honor with each member of the American army to avoid doing the least damage to any property in France. Such damage is much more reprehensible here than in our own country.

Court Martial for Violators

Those who may offend in this respect will be brought to trial under the 89th Article of War, and commanding officers will see that prompt reparation is made under the provisions of Article 105, even though the damage does not exceed a single franc.

By Command of
General Pershing.

A SERMON

"TO GAIN THE WHOLE WORLD."

How different were our ambitions before! How tiny and how temporary! Pelf, prestige, prominence, played leading parts in the spheres of our life at home. In achieving these we were spending our best years.

Today, our life powers are wholly devoted to the achievement of gaining a world. Above everything else---money, position, life itself---our ambition soars. The ends of the earth are its only limits.

The ambition of our enemy has also grown world wide. But his desire is for world domination, for a world contributing only to his advantage. To gain this he must sell his soul. What will this profit him?

To gain a world, however, for peace and safety and happiness to all mankind---for that a man gains a soul when he offers his life. For that, as he goes forward, he gains a character mightier and more everlasting than the hills.

The Chaplain of the Ship.

U. S. LOANS TO ALLIES PASS SIX BILLION MARK

WASHINGTON, Aug. 25, 1918—United States loans to the Allies totaled today $6,089,066,750. This figure represents advancements actually consummated. Recent loans, which carried the total past six billion dollars, have been chiefly for the purpose of financing Allied purchases of munitions in this country.

The extent to which the United States is assisting the Allies in a financial way is indicated by the fact that these loans now amount to almost half as much as the total expenditures for our own Army and Navy to date.

FOOTBALL CURTAIN RISING---COLLEGES BEGIN PRACTICE

Army and Navy Teams Slated to Clash with Varsity Elevens

First call for football!

Today's radio messages from home brought to the ship the tidings that the thud of the pig-skin is once more resounding through the land, and that football is to go on, somewhat changed by the war, but still the same old game.

From Indiana comes the news that Notre Dame has issued its call for the first practice, in anticipation of a busy season which includes games with West Point, Nebraska, Purdue, Washington-Jefferson and others. Altho the Hoosier school has lost practically all of its veteran players, it expects to build up a strong team from among the youngsters who are left.

With Notre Dame breaking the ice, it is expected that other college elevens will send out their calls for candidates to report within a short time. All of the teams are stripped of their veteran players, and are confronted with a difficult task in building up new scoring machines with the green material at hand. Few but underclassmen are left in any of the schools.

Service Teams to Meet Colleges

An interesting feature of the coming season is found in the schedules of the various Army and Navy encampment teams, which will battle not only with each other, but also the big elevens of the colleges.

Great Lakes Naval Training Station has announced a schedule which includes games with Ilinois, Iowa, Purdue, and others. Football is expected to play a prominent part at the Station this fall. The new Great Lakes Stadium in which the games will be played, accomodates twenty thousand spectators, but even with this capacity is expected to prove too small.

NOTICE---All American Library Association books must be returned to the boxes from which they were procured by 3 o'clock Monday afternoon.

THE WOOD PILE

"Hew to the line, let the quips fall where they may."

Doff your nighties, men! It's full pack snoozing from now on.

Our friend the surgeon says it ought to be easy to get out a paper aboard ship as "there are lots of things coming up all the time."

We observe that a number of officers are becoming impatient to back into their Sam Browne breechings. Well, as george might say, if there wuz more peepul as eeger to don the trappins uv war the egsempshum bords wudnt hav to wurk so hard.

Our night police reporter says we've a Baptist Chaplain aboard who does'nt believe in Immersion. It is estimated by his Cabin companions that he can make the two hundred yards from his bunk to the nearest railing in less than nothing, flat.

CLASSIFIED ADS

PERSONAL

F. O. B—.Come home, your tailor is dead.—BILL.

JACK—Mother is worried. Where shall we send your toothbrush?—LIZZIE.

OSCAR—Uncle Henry died and left us his Ford. Come home and bring some gasoline.—WIFIE.

HELP WANTED

WANTED—By missionary who is trying to raise a $1,000,000 Fund to Buy Ice for Esquimos.—Address S. O. S., Box 1.

WANTED—Young handsome youth, draft exempt, to amuse my girl while I am in France. Address Sgt. N. U. T., A. E. F.

PARIS, Aug. 24.—Germans are moving their museum valuables and works of art back from the zone of allied aerial activity according to the Muenchner Neuste Nachrichten, copies of which were received here in diplomatic circles.

BASE BALL SCORES

SATURDAY'S RESULTS

NATIONAL LEAGUE

Chicago 3; New York 2

Boston 5; Pittsburg 0

Cincinnati 8; Philadelphia 7

AMERICAN LEAGUE

Boston 6; St. Louis 5

Cleveland 6; Washington 2

Chicago 6; Philadelphia 5

The Mail Censor Says---

That omitting the two little words "Soldiers' Mail" may cost your friends three cents at the other end.

That writing the name of your organization on the outside leaves a nasty hole in the envelope after it is clipped.

That "Sara" would no doubt be glad to receive that nice letter from "John" but she never will because it was not addressed.

BIG CLOSING OUT SALE OF LIEUTENANTS' LINGERIE

Bargains in Dainty Duds For Dugout Dudes — Prepare for Paris!

To close out our tremendous stocks before moving to Berlin, we are offering to members of the A. E. F. our new Sherlock Holmes Overseas Cap, with pipe to match. We carry a complete line of Trench Pills and Dinner Coats. Don't miss this splendid opportunity to gallop home with the Bacon. Snappiness spells Success--Our outfits are worn by all the Round-Heads in Europe.

GUILLOTINE SAFETY RAZORS

Indispensible in your messkit. A splendid intrenching tool. Trims beards and bunions. only 98c

DRAWERS FOR THE DRAFTED

Do not bind or cling. Two legs complete with each pair. Special club offer --- 2 francs per leg if bought in prs.

SPEARMINT SOX THE FLAVOR LASTS

Guaranteed not to gum. Will not shrink unless washed. Special club price for club feet.

LEATHERNECK BEAUTY CREAM

For the skin you love to scratch. Makes itching a pleasure. Prevents paleness and poll evil.

Officer's checks accepted if already cashed. Special allotment blanks for credit customers. Not responsible for chewing gum, razors, or personnel adjutants uncalled for after thirty days.

Bullworth's Dept. Store

Kalamazoo -- Terra Del Fuego -- Verdun

LARGEST CIRCULATION ON THE ATLANTIC

THE HATCHET

PUBLISHED ON THE HIGH SEAS

YOU CAN MAIL THE HATCHET BACK HOME

Vol. 6 Monday, Aug. 26, 1918 No. 8

FROM BOW TO STERN AT MIDNIGHT--- A LANDSMAN'S TOUR OVER THE SHIP

The Hatchet Looks Into Some Forbidden Corners And Learns A Few Things About "What Makes Her Go"

What good is a big deck gun on a black night?

What can it shoot at when even a sub awash would be hidden in the darkness at 800 yards?

How long would it take to bring this big ship, traveling at its present speed, to a stop?

How thick is the shell that stands between the ocean and the spaces of the hold?

Two landlubber war correspondents from the Hatchet found the answers to these and many other questions in a midnight tour of the ship.

Traversing, through courtesy of the ship's authorities, sacred precincts usually forbidden to the mere Army man, we probed the mysteries of the great hulk from stem to stern, and from keel to bridge.

Midnight on a Gun Deck

The first question came to mind when we emerged onto the inky darkness which shrouded the open gun deck, and found a gun crew at its position, as alert and ready as if hostile targets were plainly visible on every hand. It was so dark that every step had to be taken with the utmost care, and even the largest submarine would have passed unseen in the tossing murk that met our gaze on all sides as we peered out to sea.

"It is never too dark to see a Hun torpedo rushing at you," said the officer in charge, when asked the necessity for the lonely vigil. "Look here," he said, leading us to the rail, and pointing down. The water, as it was swept aside by the plunging prow, seemed to be shattered into a thousand gleaming, phosphorescent fragments.

"If a torpedo came at us," said the watch officer, "it would leave a luminous wake which could be discerned at a great distance. We would train our gun quickly and shoot at a point thirty or forty feet ahead of this trail, as the torpedo itself, three or four yards beneath the surface, would be fully that distance in advance of its trace. A good shot would deflect the missile, or explode it harmlessly Torpedoes move no faster than a speedy destroyer and the chance of stopping one is fairly good."

Delving Into the Depths

From this gundeck to the keel is a sheer drop of sixty-five feet. Flight after flight of steep narrow metal ladders took us down to the ship's underworld, where hundreds of tons of coal are fed in a single night into the rows upon rows of hungry fireboxes. It was an agreeable surprise to find that the stokers' station was not the hot, reeking Hades that such places are popularly conceived to be. Heat there was, but cooling drafts of fresh air from above made the atmosphere surprisingly normal.

The successive aisles of towering boilers, dwarfing the grimy stokers—the ever changing light effects, now glaring, now shadowy by contrast, as clanging fire doors opened and closed—all contributed toward making the scene strangely weird to the passenger from inland.

Between boilers and through a series of hydraulically operated water tight doors, the latter opening and closing mysteriously at the apparently magic request of our conductor, a devious route led to the engine room. Here, amid the vibration of the great reciprocating engines, which, we were told, are the largest of their kind, we found the ocean itself to be alarmingly close at hand.

Continued on Page Two

HOUSE SETS DRAFT AGE AT 18 TO 45

WASHINGTON: The house of representatives passed the new Army man power bill sustantially as submitted, by a vote of 336 to 2, permitting the War Department to call all men between the ages of 18 and 45 inclusive. The House vote showed plainly the nation's belief in the administration plan for raising a large army for speeding victory.

BASE BALL SCORES

SATURDAY'S RESULTS

NATIONAL LEAGUE

Chicago 3; New York 2
Boston 5; Pittsburg 0
Cincinnati 8; Philadelphia 7

AMERICAN LEAGUE

Boston 6; St. Louis 5
Cleveland 6; Washington 2
Chicago 6; Philadelphia 5

STANDING OF THE CLUBS

NATIONAL LEAGUE

	Won	Lost	Percent
Chicago	77	38	671
New York	65	50	565
Pittsburg	62	54	534
Cincinnati	60	56	517
Brooklyn	52	63	453
Philadelphia	49	64	435
Boston	48	66	422
St. Louis	50	71	413

AMERICAN LEAGUE

(Radio Defective)

Cubs Favorites For Coming Battle Against Red Sox

With the World's Series between Cubs and Red Sox only a week off, the baseball experts are hard at work comparing the two machines and attempting forecasts as to the outcome of the conflict, which will wind up all major league baseball for sometime to come.

Despite the record of Red Sox successes in previous clashes with National League Champions, the Cubs are going into the contest as favorites. They are making a runaway race in their own league, and seem to be growing stronger as the season wanes. The Giants have wilted comepletely under the pace their rivals are setting. So regularly have the Cubs been piling up victories that they now hold a lead of twelve games, and cannot be displaced before the season ends.

Continued on Page Two

THE WOOD PILE

"Hew to the line, let the quips fall where they may."

Sure, But It Wouldn't Float

Sir:--Would it be practicable to make a life raft by lashing my five shelter tent pins together?

Swiss Family Robinson.

P. S. My tent pins are wooden.

How Does He Know?

"The man who advertised in yesterday's Hatchet for a handsome youth to entertain his girl at home while he was in France needn't worry as she's probably 'doing nicely' if she's at all snappy."

Muffled Axe.

Elevating to Say the Least

The clever rascal who won our prize contest for furnishing the craftiest concluding line to the poem we published the other day, fixed it so it reads as follows.

Old Mother Hubbard won't go to the cupboard
To grab off a victual to eat;
Says she "On the ocean,
This darned rolling motion
Near scatters my lunch o'er the fleet."

Deer Nell I cannot rite you much
For fere Ile get myself in dutch
Ill be as kareful as I kan
Becauz wee have a censor man
Who with his sizzors just cuts out
The things yoo shoodent talk about
So Ile be breaf as I kan bee
Our trip was dandie kross the see
Ime feelin fine all hands iz well
I hoap you are the same deer Nell
I wish de Kyser was in hell

FRENCH MONEY

FRENCH COINS

5 Centimes	Copper	—About 1 Cent
10 Centimes	Copper	—About 2 Cents
25 Centimes	Nickel	—About 5 Cents
50 Centimes	Silver	—About 9 Cents
1 Franc	Silver	—About 18 Cents
2 Francs	Silver	—About 36 Cents
5 Francs	Silver	—About 90 Cents

FRENCH PAPER MONEY

50 Centimes	—About 9 Cents
1 Franc	—About 18 Cents
2 Francs	—About 36 Cents
5 Francs	—About 90 Cents
10 Francs	—About 1 Dollar 80 Cents
20 Francs	—About 3 Dollars 60 Cents

ONWARD CHRISTIAN SOLDIERS

Eight church services constituted the program for Sunday, the first Sunday that thousands of the men on board ever spent in the middle of the Atlantic. Starting at 6:15 a. m. and interspersed throughout the day, the gatherings never ceased until it was time for the boys in blue to sling their hammocks. Members of many different creeds, Catholic, Methodist, Presbyterian, Baptist, Episcopalian, Christian Science, all attended services that were made familiar by chaplains representing these respective churches.

Held on the top side and in the mess halls in lower decks, at the stern, amidships and near the fo'csle, there was no part of the ship in which the strains of familiar hymns followed by the quiet of prayer, did not attract numbers of men at some hour of the day.

The total of all in attendance may not be stated since it approximates the sum of all on board but the day gave the impression that it was a Christian nation whose men were going forth in war.

CUBS FAVORITES

Continued From Page One

Cubs Depend on "Big Three"

Continued successes of Manager Mitchell's machine in the Series seems dependent on the pitching form of his trio of reliables, Vaughn, Tyler and Douglas, and on the hitting of Hollocher, Merkle, Paskert, and Mann, who constitute the heavy artillery of the team. If the Big Three can keep up their present pace, and the heavy stickers back them up with any degree of success, the Red Sox will probably be in for an unpleasant session.

"Babe" Ruth Is Red Sox Mainstay

On "Babe" Ruth are centered whatever hopes the Red Sox have. If the Home Run King can solve the curves of the Cub hurlers with any degree of success, he is likely to break up more than one game. He is also counted on to pitch one or two of the contests.

Charlie Hollocher, Chicago's sensational young shortstop, faces the stress of a World's Series for the first time, but Cub fans count on his dashing play to be a feature of the battle.

GERMANS ESCAPED FROM RUSSIA APPEAR ON FRONT

LONDON, Aug. 26.—Some of the prisoners recently captured from the Germans had been captured by the Russians originally and had since gone to Germany. These men are all said to have escaped from Russia due to the lack of proper supervision and because their position, which until a few months ago was very good, had of late become difficult as a result of privations.

After being allowed eight weeks leave they were drafted into the army and sent to the front as reenforcements. This latter step however does not appear to have been well received by them, as these prisoners say that in one instance out of one hundred such men placed on a certain train eighteen escaped whilst three were killed in jumping from the train in an attempt to desert. The prisoners declare that Germany is now endeavoring to secure a certain twenty thousand men from this source but their quality is bad, due to much privation and so is their discipline.

FROM BOW TO STERN

Continued from Page One

"This shell," said our informant, pointing to the hull, "is just an inch and a quarter thick." However, in response to landlubberly expressions of dismay, he admitted that this thin wall is reenforced with most reassuringly ponderous beams.

Here, also, we saw the gigantic twin propeller shafts, which stretch their shining length for about two hundred and fifty feet, connecting engines and propellers. These ponderous shafts, each twice as thick as the average man, give the ship a forward momentum of such magnitude that it would take at least five minutes with the engines set at "full speed astern" to bring us to a full stop.

Emerging again to the upper decks, we visited and examined among other points of interest, the ten ton anchors, the machinery which turns the tremendous rudder, the bridge, from which the entire ship is directed, and finally, standing at the base of a smokestack, gaped in astonishment at the oval column of some sixty feet circumference which we recognised as the same stack we had previously supposed was about a yard in diameter.

Timely Topic

Attention of all hands is called to the final changes in the ship's time. The clocks are now set at the French summer schedule.

LARGEST CIRCULATION ON THE ATLANTIC

THE HATCHET

PUBLISHED ON THE HIGH SEAS

YOU CAN MAIL THE HATCHET BACK HOME

Vol. 6 | Somewhere in France | End of Volume

CURTAIN FALLS ON "WILD AND WOOLY" BASEBALL SEASON

Baseball Succumbs to War Conditions As Major Leagues Cut Schedules

Next week will bring to a close a baseball season that is quite without parallel in the history of the big leagues. Upset and curtailed by war conditions, and teeming with surprises in the performances of the teams, the season of 1918 has been unique.

Under the workings of the War Department's "work or fight" order the season will end September 2nd, a month earlier than the scheduled close. This early ending finds every lineup changed during the season, because of losses through enlistment or the draft. In some cases teams have been quite disrupted. Others have lost heavily when players, anticipating the "work or fight" order, jumped to the ship yard leagues.

Base Ball Dead Until After War.

By September 10th the World's series will be over and baseball will be a thing of the past until the end of the war. Every player within the draft age will be either in uniform or else in some "useful occupation." The great plants which have housed the teams will perforce be idle most of the time.

Former Champs Dethroned

Aside from the revolutionary effect of the war on the game, the season has been spectacular for its many upsets and surprises in the performance of the teams. The favorites in both the National and American Leagues have been badly beaten, the world's champions of last year finishing in the ruck of the second division.

The season's big surprise has been the performance of the hitherto despised Chicago Cubs. Picked as "weak sisters" at the start, the men of Mitchell have made a runaway race, and are finishing a full dozen games ahead of the vaunted Giants, who won in 1917 and were supposed to be the pick of the league. The success of Chicago is the more remarkable because it followed the loss of Grover Alexander, premier pitcher, at the very start of the race.

Continued on Page Two

THE ARMY SPEAKS

An oversea voyage at this time might easily have an undesirable influence on any group of men keyed up by the intensive training to start upon a great adventure.

Sleeping, messing and drilling accomodations, all important factors in the control of men, are of necessity disposed of in a manner completely different from usual army methods. Men accustomed to be handled by units are scattered throughout a big ship and discipline, for the time, is dependent upon the individual.

Under these circumstances, the exercise of authority vested in rhose who control our ship, without careful regard for the interests of passengers, would have resulted in confusion and disorganization to all concerned.

It is therefore a source of great satisfaction and one which will provide very happy memories, that we have gone down to sea in a ship where every comfort consistent with safety to passengers, has been a matter of first consideration.

The Navy man's job is by no means an easy one to accomplish and if the Army acquits itself in the way we all hope it will, there will be glory for both branches of the service in the knowledge that we have supplied the material and the Navy has delivered the goods.

TROOP LANDING ORDERS ISSUED IN CONCISE FORM

Condensed Regulations For Debarkation Compiled For Hatchet

In response to widespread demand, the Hatchet has compiled the following summary of orders covering debarkation, with additions covering all regulations issued up to the moment of landing:

SECTION ONE

(Covering Lighterage of Troops)

1. Troops will face forward when alighting from the ship.

2. On boarding lighters, have exact fare ready; pay-as-you-enter; move up toward the front, and don't block the aisles.

3. Don't talk to the motorman. (He can't understand English.)

SECTION TWO

(Concerning Food Regulations.)

1. Due to the extreme scarcity in France of custard pies, ripe tomatoes, and over-ripe eggs, members of the A.E.F. are enjoined to use these commodities only as food. Spare ribs must be used sparingly.

2. Sandwiches issued to men before leaving ship must not be used as individual lighters.

3. Owing to the fact that the French pie-plant crop is visibly on the decline, mess officers will not serve pie except by permission of the brigade or higher commander.

4. Troops are forbidden to drink anything but light wines and beer. The above named beverages may be secured only by express permission from the bar tender. (Nothing in this order shall be construed as permitting the use of water.) Pay allotments to saloon keepers are not compulsory.

SECTION THREE

General Regulations. (Apply also to privates)

1. If a general kisses you on both cheeks while slipping you a couple of medals, for God's sake don't hug him.

2. In dealing with the French people, courtesy is absolutely essential. If you can't be good, be courteous.

Continued on Page Two

THE WOOD PILE

"Hew to the line, let the quips fall where they may."

It's a Message, Men!

We are at war! This must be borne in mind throughout hostilities.

W. J. Bryan.

Our Mess Sergeant says that if we should ever run out of eggs, it's well to remember that we can have the ship "lay two."

Cold Storage.

Remember there are spies all around you. The surgeon says that even in Berlin, it isn't safe to read confidential pamphlets in bar-rooms.

We begin to foresee the necessity of a live and peppy regimental mail officer, whose duty it would be to hustle around and get the latest dope on addresses, outgoing and incoming.

"this edishuns fuller a editoriels an messages than thu noo republik ever wuz disgustingly so george

---

At last all this practice on "Abandon Ship" is going to be of some use. "We're really goin' to abandon the dum thing now," says the Printer's Devil.

We've reached the end of our string. And the Printer's Devil suggests that the Wood Pile has reached the end of the cord.

BASEBALL CURTAIN FALLS

Continued From Page One

Pittsburgh, under the leadership of Hugo Bezdek, former University of Chicago football star, has been another surprise, finishing third, right on the heels of the New York Giants.

White Sox Take A Tumble.

In the American League, Comiskey's White Sox have furnished the chief upset. After sweeping everything before them in 1917, they ran into numerous snags this year. Jackson and Felsch, the heavy hitters of the crew, were lost to the shipyard teams, while Faber, star of the pitching staff, enlisted in the navy. Thus weakened, the champions fell to the second division, being replaced by Boston. The Red Sox have been hard put to hold their lead, Cleveland and Washington showing surprising strength. Cleveland has been within striking distance of the top for some time, but has lacked the final push necessary to replace the leaders.

"We Cannot Tell A Lie"

THE HATCHET

::: Established February—1918 :::

A DAILY NEWSPAPER

Published on the High Seas. Distributed free to all members of ship's crew and troops aboard ship. May be enclosed in soldier's mail.

Published by a Board of Editors of Army and Navy officers. Contributions welcomed. Address "The Hatchet" care ship postoffice.

EDITORIAL

LE DERNIER CRI

The editors of the Hatchet take this final opportunity to express informally their sincere personal appreciation of the co-operation the reading public has given this volume of the paper.

We know it's customary to make some time honored remarks of this nature indulging in phrases that would resemble zebras if they were to wear the service stripes they're entitled to.

Believe us when we say simply that our association with you all through these columns has been a source of true pleasure. This little paper has already a history and traditions of its own. Many well known writers have graced its pages in the past and a bright future is inevitable. Our connection with the Hatchet has been an honor and the kindly help and interest which you all have lent us has made it a most un-irksome one.

Much of whatever credit is due this volume belongs to the small, loyal band of printers and pressmen, who have labored early and late, missing many meals and much sleep, in an ever earnest endeavor to carry out ideas given them. You readers can scarcely appreciate fully all the technical difficulties they have contended with in the matter of cramped space and lack of facilities.

To many of the ship's officers and crew we feel also deeply indebted. Their unfailing courtesy and cordial sympathy with our problems have been invaluable. And to all contributors, whose submitted matter may or may not have appeared in print, we wish to express our grateful appreciation. The suggestions we received throughout the trip have been most helpful and generous.

We have all tried faithfully to attract you with serious and humorous material, to perform the two-fold function of diverting you for a moment and of building up a bigger, better Hatchet.

About to sever our connection, we wish you all, soldiers and sailors alike, success for yourself and your cause, and health to enjoy it all afterward.

The third member of the editorial board, the Ship's Chaplain, wishes to make a minority report to an interested public concerning the identity of the other two who are chiefly responsible for this volume. Five years ago, as college mates, they were associated in the publication of "The Badger" at the University of Wisconsin. Both of them afterwards entered the newspaper game in the Middle West and later went into advertising. On this ship, one of them a captain of artillery, the other a lieutenant of aviation, they met quite incidentally after their long separation, and quite fortunately for The Hatchet, drifted back to the habits of college days.

"THE SKIPPER" WARNS THE HUNS

By the Captain of the Ship

They say you will know a man if you make an ocean voyage with him. Under other circumstances we would wish this voyage had been longer so that we could know our present army shipmates even better than we do now. Still it has not needed all the time since they came on board to show us that there will be something doing in "THEIR Watch" on the Rhine.

By their discipline, by their organization, by their ways of doing things cheerfully and well, and above all by their esprit, they have given abundant evidence that they will "get a move on" when the opportunity comes to them to tackle the job for which they are now in France.

The keen edge they have put on The Hatchet will again be in evidence when they tackle the Boches.

HUNS:—TAKE WARNING!

TROOP LANDING ORDERS

Continued from Page One

3. The practice of some commands of saluting French policemen is discouraged. (This order shall not be construed as prohibiting salutes rendered officers of the A. E. F. when accompanied by French policemen.)

4. All cases of damaged property are to be reported to the Medical Corps on Form No. 606.

VOLUME VII

Upon her return from the seventh trip the *George Washington* entered the dry-dock at Norfolk, Va., on September 9th and remained there for repairs until she returned to New York on September 20th.

On September 29th Captain E. T. Pollock was detached from the ship, having been assigned for duty on the Naval Examining Board. As the originator and the dominating factor in the continuance of "The Hatchet," his guidance and support were greatly missed after his departure. Captain Ward K. Wortman, formerly of the destroyer fleet, was appointed as commanding officer in his place.

An epidemic of influenza was raging before and while the troops were boarding the ship on September 28–30. Many soldiers in the camps had already died. The medical staff examined the crew and all the troops before the ship sailed and ordered all that could be found with symptoms of the disease to return to the docks. This reduced the number of passengers to more than a thousand less than were usually carried.

After clearing from port on September 30th, the cases of influenza developed very rapidly and hundreds of men reported within a few hours for treatment. The situation grew steadily worse for several days but preventative measures and a change in the hot sultry weather succeeded by the fourth day in checking its spread. After that pneumonia developed from many of the cases and before the ship reached Brest on October 13th, the dead totaled seventy-nine. Before all the sick could be removed from the ship in port two others succumbed. Among the fatalities were two of the ship's officers and one of the crew. The situation seemed desperate at times and the strain on all was terrific. Among the passengers were about one hundred and twenty-five nurses and reconstruction aides, many of whom did valiant work with the sick.

"The Hatchet" played an important part of cheer and encouragement in the midst of the serious circumstances of the trip. It did much to change the feeling of depression that prevailed for the first few days.

The passengers carried included the 305th Engineers, the 346th Labor Battalion, Evacuation Hospital No. 20 and Evacuation Ambulance Company No. 19, as well as nurses for Base Hospital No. 63 and a number of Reconstruction Aides.

Shortly after the ship got under way contributors to "The Hatchet" appeared and the paper was inaugurated for the seventh time. The most prominent part in its publication was taken by Lieut. Paul H. Byers of the 346th Labor Battalion, Miss Marion L. Bloom of the Medical Corps and Perry W. Mosher, a casual field clerk.

The news published on this trip also proved to be of exceptional interest by reason of the extensive Allied advances and the powerful German peace drive. Of no little interest to future readers will be the attitude of the men on board during these days to the first peace proposals of the losing enemy.

The assistants to the ship's printers in the preparation of this volume were W. F. Emel, N. L. Miles, E. C. Schaetzlein, C. A. Frost, J. M. Shanks, Marcus Markowitz and J. E. Smith. Credit must also be given for some of the cartoons to H. R. Hupp, who had drawn them on the previous trip, and for other cuts which were made up at the time on the ship under exceptional difficulties by Miss Thompson, a reconstruction aide among the passengers.

Wounded and crippled were again taken on board at Brest and a nine days' return trip ended at New York on October 25th.

The Largest Circulation On The Atlantic Ocean

THE HATCHET

Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 7 Tuesday, October 1, 1918 No. 1

AN APPRECIATION OF THE SHIP'S OFFICERS AND MEN

For a year lacking one day I had the honor of commanding this good ship.

The ship was new to all of us and a long time elapsed before any of us could become familiar with the ship and the various duties falling to us.

As time went on the condition of the ship improved, the officers and crew became acquainted with the ship and with each other until work, and there is always work to be done, was being done as quickly and as well as it was possible to do it.

The hearty spirit of co-operation and working as one has brought results which not only were manifest to ourselves, but also brought about many commendations from the Commander of Cruiser and Transport Force and many others of both Army and Navy.

The results obtained showed the hard work done under difficulties. It is only by working together and as one that satisfactory results can be accomplished.

For one, I have been, and am, proud of the ship, and do not care who knows it, and am glad to have had the privilege of being "The Old Man."

Many may, and some do realize the responsibility that has gone with the "job," but it has been made less burdensome by the loyal support all hands have given me in carrying out their various duties. All of us are actuated by the desire to serve our country and to give her the best there is in us.

There is no doubt that this same desire will continue and that the ship that keeps The Hatchet hewing its way across the Western Ocean with such good results will continue to do so.

May "the sweet little cherub that sits up aloft to keep watch o'er the life of poor Jack" continue to watch over you.

Edwin T. Pollock.
Captain, United States Navy.

WELCOME INSIDE

I am indeed very glad of the opportunity to command this vessel for she is not only a splendid ship, but she has an excellent reputation in the Cruiser and Transport Force for efficiency in her line of work. The policies of Captain E. T. Pollock, my predecessor which have accomplished this end, will be continued in force by me. After having cruised more than 60,000 miles in the "Zone" in command of destroyer escorts, it is of especial interest to me to now see the other side of the game, and instead of being on the outside looking in, I can now look out from the inside.

Ward K. Wortman

TWO MILE ADVANCE SOUTH OF CAMBRAI

By Radio to The Hatchet

LONDON, Oct. 1. — American and British have smashed the whole Siegfried [Hindenburg] line south of Cambrai, advancing two miles over an eight mile front, according to information received here this afternoon. The line was broken where it curved from the north above St. Quentin.

With the British Army in France;-- Oct. 1.-- Just two hours and thirty minutes after the kick off, the right flank of the American Army that attacked this morning with the British on a thirty mile front opposite Cambrai and St. Quentin has swept across the tunnelled section of the Canal Du Nord capturing the village of Hauaey and Bellicourt.

Paris, Oct. 1.-- Two violent German counter attacks by the Germans south of St. Quentin in an effort to prevent the encircling of the city on the southeast, were reported by the French war office to-day. Attacks were renewed this morning in Champagne where a big battle is in progress.

BULGARIA'S SURRENDER REPORTED

Allies Terms Accepted

Desperate Germans Send Von Mackensen to Sofia

By Radio to The Hatchet

WASHINGTON, Oct. 1.--Bulgaria has accepted the terms of the Allies according to information which reached diplomatic circles here today. These reports were in every way circumstantial, but were not officially confirmed pending receipt of complete confirmation. Officials refused to make any comment for publication.

LONDON, Oct. 1.—Field Marshal Von Mackensen has reached Sofia with German reinforcements for the hard pressed Bulgarian army it was learned today. Mackensen has been in command of the German troops in Rumania indicating that the new German divisions were withdrawn from there.

This withdrawal of Bulgaria from the fight may not sound like a big event when condensed into a radio dispatch, but it is a landmark, and a very important one, towards the goal that we are steadily approaching.

Situated just north of Turkey and separating it from Rumania, this mountainous nation has been the line of communication to and from Turkey for the Germans and means probably the early fall of the Turks and the opening of a back-door approach into Austria.

The terms of the armistice, as they are reported, are: The surrender of all Bulgarian forces outside Bulgarian territory and demobilization of the army within; complete breaking off of relations with Germany, Austria and Turkey; free access of Allied forces to Bulgarian territory.

BEAUTY HINTS

Well, they may be a perfect pest when worn by the fairer passengers on the ship but they do save a man a lot of shaves-n'est ce pas?

"We Cannot Tell A Lie"

The Hatchet

Established February—1918

A DAILY NEWSPAPER
On the Way to France

Published on the high seas: distributed free to all members of ship's crew and troops aboard ship; may be enclosed in soldiers' mail.

Published by a board of editors of Army and Navy officers; printed in the ship's printing office by a force of Army and Navy printers; distributed at the Y. M. C. A.

Contributions welcomed; address, The Hatchet, care Ship's Post Office.

EDITORIAL

To the troops on board and to the new officers and men of the crew, The Hatchet extends greetings and expresses the wish that the voyage just beginning may prove to be both a safe and a happy one. To our wish, we will add all our efforts to make the days that we will spend together, delightful.

No large military unit is to be welcomed to The Hatchet's reading public on this trip but it is hoped that the many smaller organizations and casuals will find the paper no less interesting on that account.

To make its columns truly reflect the experiences and feelings of these days together, contributions from those who go with us are welcomed by the editors and will be given such place as space permits. Compositors and pressmen are also needed and experienced men are expected to report at the ship's post office.

Yours on the way to make the Fourth Liberty Loan worth while.

LENDING AND FIGHTING

The nation has three weeks in which to raise the total of the Fourth Liberty Loan but the crew of this ship had only a few hours over two days in which to subscribe their bit. In this short time they came across with 42,700.00. It is estimated that if every one in the country bought as many bonds as the average member of the crew, two thirds of the entire loan would have been subscribed within less than than forty eight hours. No one leaving port this time however, has any doubt about the final result.

FIGHT THE WAY THEY LEND!

ON THE ROAD TO FRANCE

By Daniel M. Henderson

Thank God our liberating lance
Goes flaming on the way to France!
To France—the trail the Gurkhas found!
To France—old England s rallying ground!
To France—the path the Russians strode!
To France—the Anzac's glory road!
To France—where our Lost Legion ran
To fight and die for God and Man!
To France—with every race and breed
That hates Oppression's brutal creed!

Oh France, how could our heart forget
The path by which came Lafayette?
How could the haze of doubt hang low
Upon the road of Rochambeau?
How was it that we missed the way
Brave Joffre leads us along today?
At last, thank God, at last we see
There is no tribal Liberty
No beacon lighting just our shores!
No Freedom guarding but our doors!
The flame she kindles for our sires
Burns now in Europe's battle fires!
The soul that led our fathers west
Turns back to free the world's oppressed

Allies, you have not called in vain!
We share your conflict and your pain!
"Old Glory" through new strains and rents,
Partakes of Freedom's sacraments!
Into that hell His will creates
We drive the foe, his lust, his hates!
Last come, we will be last to stay—
'Till Right has had her crowning day!
Replenish, comrades, from our veins,
The blood the sword of despot drains,
And make our eager sacrifice
Part of the freely rendered price
You pay to lift humanity—
You pay to make our brothers free!
See, with what proud hearts we advance—
To France!

HAVE ONE?

They may be the Klu Klux Klan, or a fraternity initiation party. It is possible that some are a body of Oriental ladies who still retain their veils. Perhaps it is but a preliminary drill gradually to accustom the wearers to the gas masks of the trenches. Others conjecture that the desperado death-defying aspect which the new articles of the uniform of the day lend, is an intentional camouflage to frighten away the commander of any U-boat in the vicinity.

DRAFT LOTTERY FOR 13 MILLION BEGUN

By Radio to The Hatchet

WASHINGTON: Sept., 30.—Today at the nation's capitol the latest draft lottery was held. The president had the honor of pulling the first of 17000 capsuls. He was blindfolded with a cloth taken from the back of one of the chairs used in the signing of the Declaration of Independence. The first number drawn by the President was three hundred twenty-two. The number was low and as a result will effect every draft board throughout the country. The succeeding numbers were: 7,277, 6,708, 1,027, 16,169, 8,366, 5,366, 1,697, 2,781. Twenty-six hours will be required to complete the drawings. The first quota of the men should reach camp about October 15.

PRESIDENT URGES SUFFRAGE

WASHINGTON, Oct. 1.—President Wilson will demand woman suffrage for the United States in an address before the Senate at one o'clock this afternoon. The Susan B. Anthony Amendment was facing certain defeat by two votes before the unexpected decision of the President to take such heroic measures.

His direct appeal will be based upon justice to American womanhood and the urgency of the measure as an aid in the prosecution of the war.

LOCATION OF CANTEENS

The men with a lot of money in their pockets have doubtless already found the several canteens on the ship, but for the information of others who have less of a detective sense, the following will be useful to know.

Officers' Canteen. B deck aft on the port side; open, 9:00 to 11:00 a. m. and 1:00 to 4:00 p. m.

Troops' Canteen, E deck at the foot of the forward and after ladders; open 10:00 to 12:00 a. m. 1:00 to 3:00 and 6:00 to 8:00 p. m.

Crews' Canteen, near Small Stores forward: open one hour after each chow.

The "Y" Headquarters are located on D deck amidships. Nothing is sold here, but all sorts of games, books, magazines, scriptures, writing materials, general information, etc., can be had for the asking.

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Vol. 7. Wednesday, October 2, 1918 No. 2

SAFETY FIRST LAST AND ALWAYS

Ship's Senior Surgeon Requests Co-operation of All in Present Danger

The following suggestions are urgently presented to all on board in order to reduce the danger of epidemic to a minimum.

BE CAREFUL

1. Never to cough or sneeze when face to face with anyone else.
2. Never to expectorate on the deck.
3. To keep the space clean around your bunk.
4. Never to use another's soap, towel or mess kit.
5. To wear masks when ordered.
6. Never to fail to report to the troop doctor the instant that sickness is felt.

By living up to these precautions, many occasions of infection may be avoided. Your own safety and even the safety of the ship may depend upon the care that each individual takes of himself.

Get as much fresh air as is possible in the limited space available and try in every way to assist Medical Officers who are doing their best to handle an unpleasant and unusual situation.

THE SECRETARY OF STATE

Washington D. C.

September 11, 1918.

My dear Captain Pollock:

I appreciate very much your thoughtfulness in sending me the file of THE HATCHET which a cursory examination shows me contains much of interest which I hope to have time to become more familiar with.

With my warm regards and my thanks for your consideration in sending me THE HATCHET, believe me,

Very sincerely yours,

[Signed] Robert Lansing.

Bulgaria Sings Louder Than Austria-Hungary

TURK'S FALL LOOKED FOR

By Radio to The Hatchet

LONDON, Oct. 2.—Since the armistice was signed with Bulgaria, the eyes of the world have been turned towards Turkey. With her finest armies wiped out by the English in Palestine, she suddenly finds communication with Berlin closed through Bulgaria. Among her people there is undoubtedly a numerous peace party with powerful leaders. Although no official information has been received here of Turkey's intentions to effect an armistice as Bulgaria did, it was learned at noon that there is every reason to be hopeful. Talaat Pasha, the opponent to Cavet Pasha, is the probable leader of the reported peace.

FIVE HUNDRED COLLEGES OPEN FIRST STUDENT ARMY

WASHINGTON, Oct. 1, -- The first of the student army training corps under the supervision of the War Department opened five hundred colleges and Universities throughout the United States today with an enrollment of approximately 15, 000 young men of the new draft. Messages from the President, the Chief of Staff, Acting Secretary of War and military dignitaries were read at the opening exercises.

BELGIANS MENACE GERMAN HOLD ON OSTEND

British Advance Two Miles Further Past Cambrai

By Radio to The Hatchet

PARIS, OCT. 2. — The Belgian offensive which began a few days ago is still continuing and many more villages have been captured from the Germans. They have succeeded in cutting at several places the Zarren-Roulers and the Roulers-Menin railways according to an official statement issued by the Belgian war office received here from Havre today, the temporary seat of the Belgian government. This advance is rapidly becoming a serious menace to the German hold on the coast and may force an extended retirement by them.

LONDON, OCT. 2. — British troops have captured the village of Levergies five miles north east of St. Quentin. Haig reported to the war office today that the capture of Cambrai is imminent. English and Canadians are closing in on it steadily. An advance yesterday of approximately two miles was made to the north. The Germans have set fire to the city and are preparing to evacuate it, it is believed. Early this morning fighting was begun north of St Quentin again and extended as far as Cambrai.

LONDON, OCT. 2. — The big advance by the Allies on the northern end of the Flanders front is expected to compel the Germans to retire from the coast. An orderly retirement from the coast, however, is menaced by an Allied advance in the direction of Thourout which is seventeen miles east of Dixmude and eight miles north of Roulers and on one of the main railways running into Ostend.

With the American Army in France: Oct. 2, — American raiding parties have been unusually busy everywhere along the lines between the Moselle and the Meuse rivers and have brought scores of German prisoners along back with them.

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EDITORIAL

AMERICAN TRANSPORTS — What true American has not felt the thrill of pride and an indescribable throb of the heart when those words are mentioned?

Swinging down those piers, darkened and mystery-shrouded, we clambered aboard with scarcely a sight of the vessel that was to carry us on our journey. When, at last after single-filing across the bridged moat that intervened, we first stepped upon the deck, it seemed almost like foreign soil. Rapidly we were given our places; then began an exploration of this new world — an ocean steamer.

New experiences inspire reflection. Seldom comes the occasion of redirecting the course of life at such a sharp angle. But war has created such angles and America's manhood has followed them.

The thrill that came when "transport" was mentioned may not continue long now, but in the retrospection of later years, and the recounting of our experiences, this thrill will always return — — the thrill of a farewell to the old life and an entrance to the new.

"A" DECK—LARATION.

Not that we want to be particularly noticed nor "looked up" to, do we allow an occasional bit of news to ooze from our lofty pinnacle on the heights of our good ship.

We know that this little bunch of O. O. D's. are considered to be the hardest crowd that an honest newspaper reporter ever had the bad fortune to interview, and therefore, to avoid bloodshed we take it upon ourselves to inform the outside world as to the full particulars concerning our various and colorful battles, opinions on matters of general interest and other news that may be fortunate enough to evade the censor.

Yours 'til tomorrow,
"A" Deck.

MAIN DECK AFT

Dark Sayings by
Pvts. M. Green and J. L. Johnson

Pvt Montmorency Green—(Just awakened from a nap on deck) Say Jeff, you all 'member that cullud girl at Danville what blowed me a kiss as we was gwine by? I reckon I'll go back and marry her afta we splificate this heah Kaisah an' de Brown Quince.

Pvt. Jefferson Lincoln Johnson—(Also waking up) Marry her? Why, niggah, how you talk! By de time you get back from Berlin she'll be old enough to be yuh grand mammy.

Pvt. M. G.—Say Jeff, I saw one o' them cullud sailors just now an' I sings out, "Boy, why fo' you join the navy?" He say "See that sign, SAFETY FIRST? That sign is in every ship in de navy." "Shame on you boy," I say, "Yo' bettah change yo clothes. Come 'long niggah, we got a suit for you too." And den ah sings:

"Uncle Sammy he has de Infancy,
He has Artillery, he has de Cabalry,
Soon by Gosh, we'll all go to Germany,
Poor ol' Kaiser Bill!"

Pvt. J. L. J.—Monty, de night fo' we left, Suggar Baby Smiley axes me if I wanta go to de movin' pictu' show. "No," I says, "the seats of these new britches is too thin."

Pvt. M. G.—What's that got to do with it?

Pvt. J. L. J.—Why, niggah, on 'count de guv'ment tax on every seat!

Pvt. M. G.—Jeff, yo' could be co't-mashalled fo' that one. But just last night some of de boys was gwine hold a meeting of de Squa' Deal Bone-Rollers Club, but I say, "No, boys, we won't hol' no meeting Tuesday nights."

Pvt. J. L. J.—Why not?

Pvt. M. G.—'Cause Hoover says Tuesday shall be "MEETLESS DAY."

Pvt. J. L. J.—Well, dat aint so bad. But did you heah the latest? There'll be no more babies born in Germany afta this wah.

Pvt. M. G.—Why not?

Pvt. J. L. J.—Why, you fool niggah, there'll be no more Germin Nation.

Pvt. M. G.—Ho! Ho! Ho! Let's sing:

"Hike, hike, hike down the old turnpike,
'Til we strike, strike, strike Berlin."

Slow Curtain.

Dark-Town Strutters

MINSTRELS

Private Isaiah Jones & Co·
Present That
Sea-sick, Sensational Satire

"ROLL, JORDAN, ROLL"

With Variations on
BONES, BILLOWS AND BOATS

Sgt. Cholmondeley Brown
of Magdalen College, Oxon
The Dusky Song-bird

In the Trans- | Atlantic / cendental / mogrified / figuration

"THE CAROLINA FLUES"

WILLIE LIVE,
In the Pathetic Plantation Ballad
"Oh, Mister Lieutenant,
"I've Got the Pip, I want to

"GET OFF ON THE PIER"

Pvt. Washington Lincoln Jefferson
Jones
In an Eccentric Dance
With Pick and Shovel

"CAKE - WALKING
TO BERLIN"

1200 — Count 'Em — 1200
The Entire Ensemble
In The Syncopated Side-stepping
Success

"DROWN'N DRILL"

Don't Miss It — 7 Days — Mat. & Eve.
Beginning Wed. Oct, 2, 1918
PALACE OF PLEASURE
Deck E, Compartment 5, Aft.
Best Bunks at Popular Prices

The Largest Circulation On The Atlantic Ocean

THE HATCHET

Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 7 Thursday, October 3, 1918 No. 3

COLORED SOLDIERS CAN'T SIT STILL WHEN BAND BEGINS TO PLAY

Shoulders Sway and Feet Start Shuffling When Slide Trombones Start Up

THAT BAND! IT'S GRAND!

Cake - Walkers Organize Detachment; Sugar Baby Jackson Appointed Top Sergeant

When the Soldier's Band began to play those jazz tunes yesterday there was a great commotion on the after deck. Boob Ben Adams awoke from a deep dream of peace with his fingers snapping. William Banks did a buck-and-wing behind the wheel house. While Willie Jones No. 4 linked arms with Willie Jones No. 3 and did a heart warming cake-walk.

Alexander's Ragtime Symphony has nothing on the syncopation of those soldiers. "It tickles the soles o' mah feet," as Pvt. Michael Gallagher put it.

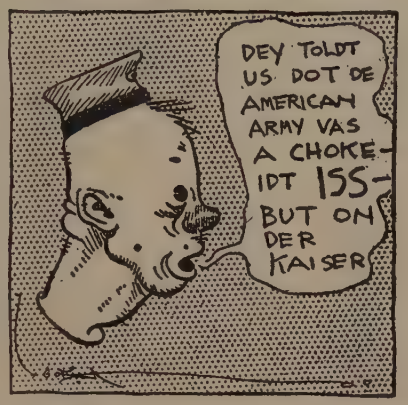
Right there the cake-walkers of the battalion organized, Sugar Baby Jackson being appointed top sergeant and deck waxer. The uniform, according to the table of allowances, is a bandanna round the head, a beribboned marlin spike in lieu of a cane, and a gunny sack round the waist for the feminine partner. Face masks are worn, of course, just as a matter of style.

Prize cake-walks every time the band plays. Everybody welcome!

ALLIED GAINS CONFIRMED BY GERMANS

NORDDEICH, Germany, Oct. 3.—From Ypres to Becelacre and Menin the enemy attacked several times. In Ledeghem he obtained a foothold. Further south the enemy pressed forward for a time over Bantigny and south of Blescourt to Cuivillers. In the course of the day violent enemy attacks developed themselves against sections of Joncourt and Lesdins. On both sides of Sequasart the enemy forced his way in.

DRIVE FOE THRU ST. QUENTIN STREETS



DAMASCUS FALLS

By Radio to The Hatchet

LONDON, Oct. 3.—Damascus in Palestine has been captured by General Allenby's British army, it was announced officially this afternoon. The city fell after it had been surrounded by the British cavalry. The fall of this city is of great strategical importance.

It is vitally important that Germany should block the allied path beyond Damascus to Alleppo. Where will she get the men and can they get there before General Allenby has had the time to profit by his success? Since all artillery must come a long distance over a railroad but partially completed, the uncompleted portions threading the most difficult of mountains, can the artillery be brought up in time to serve? Has General Allenby held his command sufficiently in hand to make a rapid advance, or must he wait to reorganize? These are the unknown factors.

But as matters appear at present, there does not seem to be anything to prevent a rapid march from Damascus to Alleppo. The Turkish army in Palestine having been destroyed, there appears to be no opposition. With the fall of Alleppo, the fall of Turkey as a belligerent is the probable result. The Turkish army in the Mesopotamian theatre is entirely dependent for its supplies upon the railroad from Constantinople to Nesbin, which runs thru Alleppo. This road is also the line of retreat for that army. If Alleppo can be taken, the Turks are for all practical purposes, shut up behind the walls of the Taurus Mountains, with nothing of value left in Asia, everything being in hands of Great Britain and her allies.

Extensive Advances on Flanders and Aisne-Vesle Fronts

By Radio to The Hatchet

PARIS, Oct. 3.—The Germans in St. Quentin are gradually withdrawing. The city is surrounded on three sides and the Allies forces are closing in upon it. The War Office stated today that bloody fighting took place in the streets of the city itself during the night in which the Germans were driven back to the eastern bank of the canal that passes through it.

LONDON, Oct. 3.—Between the Aisne and the Vesle Rivers the Germans have been thrown back from three to four miles on a front of ten miles by a vigorous thrust by the French, according to to information received here this afternoon. This advance east of the Chemin de Dames would seem to indicate an attempt to consolidate with the gains made a few days ago to the west. The French war office today confirmed the fact that progress had been made betwen the Aisne and the Vesle.

LONDON, Oct. 3. — British and Belgian troops advancing over the Flanders front have captured Ledeghen six miles south of German base at Roulers and have forced across the Lys River between Wervicq and Comines, the Belgian War Office at Havre announced today. This makes a total advance of eleven miles on a front of twelve miles in this sector the past week.

WASHINGTON, Oct. 2.--This is the birth day of Marshall Foch, Generalissim, of the Allied Armies and of Field Marshall Von Hindenburg leader of the German Armies. Magnificent new victories celebrated the day for the brilliant Allied leader while unbroken defeats marked the day for Von Hindenburg. Marshall Foch was born October second, eighteen fifty-one. Hindenburg was born on October second, eighteen forty-six.

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EDITORIAL

We admire our comrades in khaki. We feel that the honor of the whole world has been placed in their hands for redemption. Their long line of courageousness is moving toward its goal, representing a new type of civilization.

Both our allies and our foes are amazed at the stupendous demonstration of a peaceful nation aroused. The world is marveling at the might of men who are using that might for a purpose both lofty and sincere. Advance, Civilization!

WE GIVE IT UP.

What's the use to be a SUB if Captain Wortman is in charge?
What's the use to have these drills, if we'll never leave this barge?
What's the use? Oh! what's the use.

What's the use to doll up snappy with these life-preservers round?
What's the use to feed the fishes when old H. C. L abounds?
What's the use? Oh! what's the use.

What's the use to bathe a ship when heavy billows do the work?
What's the use to have pajamas while the U-boats near us lurk?
What's the use? Oh! what's the use.

What's the use to chew tobacco if you spit away the juice?
What's the use to go to Europe, if we're sick in bed with "flues"?
What's the use? Oh! what's the use.

What's the use to have a doctor if he hides himself from us?
What's the use to have a Hatchet! Ax yourselves, ye frivolous!
What's the use? Oh! what's the use.

SPORTS

NEW YORK, Oct. 3. — Hughey Jennings, manager of the Detroit Americans, is going to France as a field secretary for the Knights of Columbus.

NEW YORK, Oct. 3.— On an appeal from Johnny Evers, now in France, Big Bill Edwards, Internal Revenue Collector, is collecting five hundred football uniforms for the soldiers overseas.

So boys if the fight is over by the time we get there, we can, at least get in a football game and perhaps obtain some scars of glory.

CINCINNATI, Oct. 3. — Lee Magee major league baseball star, is to be an over-seas secretary for the Y. M. C. A.

NEWPORT, R. I. Oct. 3. — Fred Walker, former University of Chicago football star, has been appointed athletic director at Newport Naval Training Station. William T. Bull, the present director is to act in an advisory capacity,

The Officer-of-the-Day was inspecting the guard last night when Pvt. Willie Vanderbilt halted him, saying, "Halt; Who's dat?"

"Officer-of-the-Day"

"Advance, Officer-ub-de-Day, anberecognized"

After the officer had advanced, the guard said. "Mister Lieutenant, do'n you know you sho' would catch hell if de officer-ub-de-night finds you 'round heah?"

KEEP ON MOVING, YOU CAN'T STAND HERE

STRONG COME-BACK TO HUN'S THREAT

WASHINGTON, Oct. 3 — Secretary of State Lansing made public today the reply of the United States to Germany's threat to execute United States prisoners of war captured with shotguns in their possession, which is, in part, as follows: "In reply to Germany's protest, the Government of the United States has to say that the provision of the Hague Convention cited in the protest does not in its opinion forbid the use of this kind of weapon. Inasmuch as the weapon is lawful and may rightfully be used, its use will not be abandoned by the United States Army. Moreover, if the German Government should carry out its threat in a single instance it will be the right and duty of the Government of the United States to make such reprisal as will best protect United States forces and notice is hereby given of the intention of the Government of the United States to make such reprisals."

WITH THE AMERICAN ARMY IN FRANCE, Oct. 3. — The fact that over one hundred German airplanes were shot down by the American airmen in six days of the offensive west of the Meuse River was released by the censor today.

AT SEA

Eastward, at last! At dawn today the ship
Changed course and swerved into the rising sun.
At last the longed-for journey is begun,
And all the weary months of waiting slip
Into the limbo of forgotten woe.
Behind is all we love. Before us lie
The paths of glory, where bright banners fly
And Freedom's millions fighting onward go.

⚜ ⚜ ⚜

Grant, God, we fight the good fight as of old,
And keep the faith our fathers kept before,
When Concord's hills thrilled to the battle-cry—
And not forget our brothers lying cold
Among the poppies on Marne's sedgy shore.
God, help us prove that we too know how to die.

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Vol. 7 Friday, October 4, 1918 No. 4

EVERYBODY WORKS BUT FATHER-AND THE FIELD CLERKS

And, of Course, Dad Had to Stay at Home; Daily Duties Keep All on Board Busy

F. C.s ENTERTAIN NURSES

Engage in Strenuous Tournament of Tit-Tat-Too to Amuse Fair Travelers

[By Private O. Pinion.]

In those last days and nights before embarking, when sleep was rare as an honest German statesman, we consoled ourselves with the thoughts of the lazy days at sea that lay just ahead of us. Tired almost to the limit of endurance, we had visions of long "bunk fatigue" and sunny afternoons in a luxurious deck chair with a pipe and a book.

How dismally different, the reality! That damned sergeant with the sandpaper voice pokes us out of our stuffy holes at the first crack of dawn. From then on it's make ready for chow, stand the guard, relieve the lookout, police quarters, police the mess hall, get your throat sprayed, abandon ship drill, stand to quarters, clean up the chow and so on until that red-necked sergeant chases us back into our dugouts again at nine o'clock.

I used to think the sailors ran the ship. But no such luck. They just fool around in their bare feet with a fire hose for a little while every morning and the rest of the time they play catch. We do all the hard work.

I bet our officers wish they had joined the navy. Our youngest lieutenant worked up to midnight yesterday and was at it again at four o'clock this morning. What with Spanish Influenza, irritable majors, guards, lookouts, mess, sick calls every half hour, A. S. Ds. and all the company paper work, they slave like stokers twenty hours a day. Even the nurses are running a factory for gauze face masks.

But the field clerks, they're the boys! All they do the whole day long is sit in an easy chair and play tournaments of tit-tat-too with the nurses. Buhlieve me, Buddy, when the next war comes I'm going to enlist as a field clerk.

TURKEY SURRENDERS?

By Radio to The Hatchet

LONDON, Oct., 3.—There was a report current on the Stock Exchange this afternoon that Turkey had surrendered unconditionally to the Allies. At the Foreign Office it was stated that there was no confirmation of the rumor.

QUARTER MILLION PRISONERS TAKEN SINCE JULY

LONDON, Oct. 4.—Five thousand five hundred and eighteen German officers and two hundred forty-eight thousand four hundred and eighty-four men were captured by the allies on the Western front from July to the end of September it was officially reported today. The booty taken in the same period on the western front included three thousand three hundred and sixty-nine German guns and more than than twenty-three thousand machine guns.

SPAIN MAY JOIN ALLIES

PARIS, Oct. 4.—The Spanish Cabinet has been summoned to meet today. Indications have become stronger for some weeks that Spain might enter the war on the side of the Allies because of the destruction of the Spanish ships by the submarines and the German threats of commercial repression.

LIBERTY LOAN GROWS

WASHINGTON, Oct. 4.—Dispite the unfavorable indications of the cold figures, glowing reports of progress of the Liberty Loan drive continued to reach the Treasury department today, especially from the Middle West. Michigan reported that more than half of its quota had been filled, while Wisconsin wired that twenty-five of the forty-five large cities in the state had gone over their quotas.

ENGINE KILLS TWENTY-TWO

BEDFORD, Ohio, Oct. 4.—A Pennsylvania Railroad train this morning ran through a crowd of workmen as they were getting off another train at the Interstate Engineering plant. Twenty-two were killed and a large number injured.

You dont have to be an aviator to "go up in the air" when you meet the Huns.

NEW GERMAN RETREAT BEGUN IN CHAMPAGNE

Important Rail Center Falls; Strong Counter Attacks Repulsed

By Radio to The Hatchet

PARIS, Oct. 4. -- The Germans have again retired north of Rheims toward the Aisne river, falling back two miles since yesterday morning. On the eastern front of the Champagne district the Germans have further pulled back their lines to Monthois which is ten miles north of the old Champagne fighting line. Another retreat has started and this retreat points to be the biggest retreat of the war. A movement indicating enveloping tactics against the old Kriemhild positions, containing important secondary defenses, is in progress. This morning with the British and American troops chasing them, officials predicted that before winter French and Belgian soil would be cleared of the Hun.

LONDON, Oct. 4. — With the British pounding the Germans in the St. Quentin sector, the French renewed their assault of the German positions in Champagne this morning the War Office announced. The French now hold the important railroad town of Charllerange on the eastern edge of the Champagne district. The importance of this town may easily be seen by the fact that it is the junction of three railroad branches leading to the front. The Allies now have control of these and will use them to great advantage in bringing up supplies to further their advance. Powerful counter attacks were delivered by the Germans north of Rheims and in Champagne, but all broke down.

SWEDISH SHIPS TAKEN OVER

WASHINGTON--Oct. 2. The Swedish Government today turned over to Great Britain and the United States, four hundred thousand tons of shipping under the terms of agreement perfected between the governments concerned last July. All of the shipping acquired, except an amount necessary for supplies to Sweden, will be used in carrying troops and munitions to France.

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HIGH NOTES FROM "A" DECK

Only the 'eagle' in the captain's cabin soars above the eyries of the denizens of A deck.

Holders of return tickets on the "Berlin-to-Bagdad R. R." via Bulgaria are out of luck.

Light, heat and quarters blanks may surpass The Hatchet in popularity in the near future, among the inhabitants of B deck.

If the Huns are the dust of the earth it takes the Americans to "whack 'em cleaner."

KURRENT KICKS FROM THE KAISER

My name it is Vilhelm der Kaiser
Und ich bin der greatest man yet,
I been licking dem Allies to pieces,
Und vill lick them still worser, you bet.

Chust look vat I got done alretty:
(Dat is, Me und Gott, I should say)
We could lick all dem Allies together,
If dere blamed Unkel Sam keep away.

Die Allies dey swipe My Bulgaria,
I tink dats a mean Yiddish trick;
I guess dey haff offer her money,
She shove off from Me so damd quick.

Und now dey will steal My nice Turkey
Und I'll neffer haf her again;
Because since dey bribe dose fool Bulgars,
Die Turks iss cut off from Berlin.

Die Turks vass My best little cut throats,
Mein Gott! how dey could swing a knife;
Und now I've got only My Fritzies,
To cut off der prisoners' life.

Aber dese aindt die wurst of My troubles,
Dese Yankees die Transports bring fast,
Dey fight, Ach Mein Gott, so like Teufels,
I tink I cant very long last.

HELL FOR PERCE FROM HIS NURSE

Somewhere on the Ocean

Dear Percy:

While you are sitting back home trying to fake an illness to evade the new draft, I'm out here having the time of my young life. I don't mean I'm forgetting you, because those two-cent identification tags you gave me will always keep your memory as green as they have turned, but there's just something gigantic about the effect of a uniformed man to a woman. They're all regular Lotharios — the kind that fight and don't fake, you know. All of them on this ship are straight limbed, rugged, weather-tanned men and I can't help wondering how I came to get stuck on a blonde fish like you. Maybe you're ashamed of your bow legs? Is that it?

Don't worry about me! I'm being better looked after than ever before. I've made so many dates for theatres when we all get back home, I'll have some trouble finding a free evening for you. Well maybe you'll have worked yourself to death supporting your mother, by that time anyway.

I bet you're hoping your physical exam comes up before frost kills the ragweed, aren't you? An ocean voyage is fine for hay fever I hear and I don't feel a bit afraid on the water as you said you'd be. Gee! I'd like to see you in uniform. A uniform would make a man out of nothing, Perce. I told some one about you, but I called you Perce and kinda lisped it so he'd think maybe you were related to Pershing.

Dont fall down on the job of taking care of your mother since you've declared yourself her sole support now, although it must be pretty hard for you to cut out gambling to do it. If I get more than one D. S. O. medal I'll send it to you; that Home Service Stuff of yours ought to be rewarded someway. Here's hoping you "come to" before frost sets in,

Lovingly yours,
JOAN, (Casual nurse)

Where d'yu get that stuff—LABOR Battalion from Sou' C'lina?

Some say that machinists make fine soldiers since they're used to drills.

Good team-work makes a fine line for officers to hand out—especially for those in command at a remount station.

SNIFFLERS, HALT!

TONO-BUNGAY

A Sure Cure for the

"FLUES"

Is your nose red?
Do your knees bag?
Do you feel like an empty shell case?

YES?

Well, it's not mal-de-mer, but

"S. I."

If You Want

VIM - VIGOR - VIRILITY

Try Mrs. Lydia Sinkems Famous

TONO-BUNGAY

Read This, Sufferers!

"Three years ago I was a slave of pain, having house-maid's knee, trench foot, mumps, cholera morbus, paranoia, goitre and mental elephantiasis. I took TONO-BUNGAY, and today I am as good as new.
Capt. I. O. Dyne, M. C. U. S. A."

"Two years ago I was practically buried with consumption. One look at the label of your famous remedy cured me. I can now stay up until nine o'clock on "B" deck without any ill effect at all except a slight palpitation of the heart.
Mary Methuselah,
Red Cross Nurse.

For sale by all canteens.
Bootlegged (secretly) by Commissary Officer
Price 2 francs a swig
10 centimes per smell of cork.

Counting sheep for insomnia is obsolete now. When sleepless on your downy bunks below, try counting the goats of the Germans you expect to get!

Your friends may have wished you "The Best of Luck" before you left, but dont neglect your gas mask!

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Vol. 7 Saturday, October 5, 1918 No. 5

IN GRATEFUL APPRECIATION

Kaiser Thanked for Present Means of Passage to Berlin

Mr. W. Hohenzollern,
Potsdam, Germany.
Via North German Lloyd, Bremen.

Dear Emp:

It occurs to me that we have been remiss in our thanks for your generosity in helping us win this war. Your gift of this good ship touches us deeply. With a few deft touches our American engineers have reconstructed your fine engines in their own incomparable way, so that the good ship goes better than ever before.

Your efforts to please us in the matter of mirrors and exquisitely inlaid woods are a constant source of gratification. The noble paintings of the heroes of our country inspire us to further deeds of valor, which you doubtless planned. Yes? The Kaiserin suite is occupied by our finest warriors who are much impressed by your excellent taste in furnishings.

Our Hatchet printing plant is now the seat of your former table propaganda and the inviting mess hall is frequently the scene of a sauerkraut celebration, which recalls tender memories of thee. Your gymnasium and beer garden is now used to drink in the air of Democracy and our ship abounds with such glorious drunkards.

Your long promenades echo to the tread of our noblest Americans who are going over to take a squint at Berlin. As your guests, we naturally expect the keys to the city. In short, our comfort could not be more complete if you had designed this ship for your own use.

Someday, somehow, we will meet and give you, personally, the thanks you deserve. Your contributions shall not go unrewarded. Until then—we remain,

Yours for Victory,
Young America.

WHISPERINGS OF THE WILD WAVES

GERMANY EAGER FOR COLD

WASHINGTON, Oct. 5.—That Germany is retiring to a line extending almost straight from Antwerp to Metz and will be forced to surrender more than half of Belgium, was the belief of military experts here today. They declared that the sole hope of Germany now was that she would be able to prevent a military castrophe until the cold weather came to her rescue.

AUSTRALIAN TROOPS ADVANCE NEAR CAMBRAI

LONDON, Oct. 5.—Local fighting which resulted to the advantage of the British flamed up in southern outskirts of Cambrai during the night, the War Office announced today. The British also had the best of it in fighting southwest of Beaurevoir, where Australians smashed the Fonsomme-Beaurevoir line in hard fighting yesterday.

TURKEY'S FALL PARTIALLY CONFIRMED

LONDON, Oct. 5. — The press association understands that there is not a bit of doubt that Turkey has notified Germany of her intentions to make a separate peace with the Allies and there are also signs that Persia is taking sides against the Ottoman empire.

AMERICANS ASSUME OFFENSIVE ALONG CHAMPAGNE FRONT

Mont Blanc and Medeah Farm Taken Air Forces Play Large Part.

By Radio to The Hatchet

With the American Army in the Champagne Sector, Oct. 5.— Driving forward behind a rolling barrage American troops delivered a smashing attack in the Champagne district today, storming the formidable German defensive work on Mont Blanc and capturing Medeah Farm, an advance of four miles north from Somme-Py, and about seven miles west of Monthoise, which was taken yesterday. This movement practically straightens the line in the Champagne sector from the Meuse to the Suippe rivers.

American troops in the Argonne Forest are consistently advancing night and day, but the progress is necessarily slow owing to the difficult new additional German machine gun nests, strong points and trench systems which they are destroying every day. While this advance often measures but a few yards, it is always maintained and never given up.

The part that enemy balloons have been taking in delaying our advance is rapidly diminishing. Forty-one enemy balloons have been shot down by one of the American pursuing groups of airman since September twelfth. On the other hand American aviators are increasing in their daring. For the first time they are dropping supplies and food on some of the advanced American positions. Enemy artillery, combined with the roads, have rendered it difficult to send up food to the men who occupy hastily constructed advance positions.

WASHINGTON, Oct. 5. — American troops fighting with the French have driven back the enemy and have taken Mont Blanc and other positions in Champagne, General Pershing reported in his communique for yesterday, made public by the War Department today.

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EDITORIAL

A good pull on your oar is the best way to get a pull with your officer.

Russia's motto: Factions, Fractions and Fractures. America's slogan: "United, We Stand."

To avoid sea-sickness, be a good fellow; its always fair weather when they get together.

Navy Blue matches blue skies, not blue dispositions.

A sailor leads a jolly life,
He scuds the roaring main,
He makes a trip, unloads the ship,
And scuds back home again.
A sailor leads a jolly life,
A merry life, I ween,
He lugs no pack, upon his back,
And he is always clean.

A sailor leads a jolly life,
His bacon has some lean,
His chow comes thrice, mine comes but twice,
I feast upon the bean.
A sailor leads a jolly life,
But never sees much fun,
Unlucky he! Come, chow with me,
And chase the bloody hun.

CHURCH SERVICES

Sunday, Oct. 6, 1918.

9:45 a. m.	Starboard Side B deck.
10:30 a. m.	Port Side B deck
1:30 a. m.	Stearn, D deck
4:30 p. m.	Main Mess Hall, E 3
7:15 p. m.	Crew Space, F 4

(It is to be regretted that there are no Roman Catholic Chaplains on board to meet the men of that faith.)

"RETORT COURTEOUS"

By An Army Field Clerk

To Ye Editors

"Its sayings are sharp as its name would imply
And lots of amusement it sure does supply.
But why must this Hatchet do a hammer's work
By knocking the overworked Army Field Clerk?"

TIT for TAT too

"The contributor of the article "Everyone Works But Father and the Field Clerks" evidently is one of those ninety-day shavetails (Sears, Roebuck 1918 Model) rating himself no higher than Private O. Pinion. He seems to have the permanent detail of congregating with the nurses on B deck aft and thinks that his ancient witticisms and cute gold bar tend to speed the fair ones in reaching the hundred per cent mark in face masks.

Another Come-Back

My schedule yesterday:
6:00 a. m.—Got up.
6:30—Cared for sick bunkie.
7:00—Breakfast.
7:20 to 12;00—Duty at troop headquarters.
12:00 to 1:00 p. m.—Mess.
1:00 to 5:00—Duty with Censor.
5:00 to 5:30—Mess.
5:30 to 7:00—Sick call work.
7:00 to 10:00—Special clerical detail.
10:00 to 1:30 a. m.—Sleep.
1:30 to 3:30 a. m.—Lookout.
3:30 to 6:00—Sleep.
I certify this is correct in all details.—
An A. F. C.

DAY DREAMS OF NURSES

A French maid to gently draw aside the velvet so that the rude morning light may not offend our eyes too harshly.

The announcement that our perfumed bath is awaiting our pleasure.

Breakfast served us as we idly open love-letters in our lacy chiffon morning robes.

Gold braided officers at our feet.

A secret hope of meeting the Captain, who invariably exercises the same fascination for a woman that an actor does!

"Me, too," echo the berth holders in G-1, G-2 and G-3.

"THE HAVERSACK"

Of Private O. Pinion

If those colored boys are as pious as their camp-meeting songs, they certainly are holy soldiers.

Listen when the band plays "Madalon." Learn to whistle it. It's the French equivalent for "Over There" and "Tipperary."

No beers,
No cheers,
Nothing but jeers,
For the engineers.

But, at that, we don't envy the Ambu Lancers. It must be fierce to live with invalids. We've had our fill of it this voyage.

There is one nice thing about being a Field Clerk: you have the privilege of resigning and enlisting as a private.

The belly-achers who moan about face masks, crowded quarters, et cet, ought to be put on one of those smaller ships in a choppy sea. Then they'd have something to belly-ache about.

SEE NEW ORDER D DECK BULLETIN

How welcome must have been the news that life belts might be carried under the arm or kept close at hand to those who had a Sam Browne belt tucked away in their locker.

Not a few officers were observed wearing the Sam Browne belt with the O. D. shirt.

It is suggested that those desiring permission to wear the Belt with bathrobe submit their names to Troop Headquarters so that arrangements may be made to have shoulder loops sewed on bathrobes.

The Largest Circulation On The Atlantic Ocean

THE HATCHET

Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 7 Sunday, October 6, 1918 No. 6

Sunday Thoughts

"Rations For Overseas"

"The kingdom of heaven is as a man traveling into a far country."

Next Sunday our feet may tread on foreign soil, many of us for the first time.

"We are journeying unto the place the Lord said, I will give unto you."

May our lives ring true to our purpose and our mission

"Behold, I send an Angel before you to keep you in the way and to bring you unto the place which I have appointed."

May our "Guiding Spirit" not lack for earnest followers.

"But ye are a chosen generation, a royal priesthood, an holy nation."

One and all, let us prove worthy of being sent as a "Chosen Generation" and "An Holy Nation,"

How useless for us to cross this water unless we carry purposes and ideals within ourselves to replace those we go to help stamp out!

God grant that this voyage we are taking together may enrich us in His service and that He may always find us ready at His call.

Chaplain B.,
U. S. Army.

FRANCE WILL DEMAND REPARATION FOR HUN WANTONNESS.

PARIS, Oct. 6.—The French Government has issued solemn warning to Germany and her allies that the devastation of French territory from which they retreat will be punished inexorably. The warning says that the German people will in time bear the consequences and he who ordered the devastations will be held responsible morally, penally and pecuniarily.

CROPS GREATLY INCREASED

DALLAS, Texas, Oct. 6.—A heavy rainfall over a large area has made the agricultural outlook the best for months announces the Eleventh Federal Reserve District in a summary report. The peanut crop is exceptionally large.

ATTACK RESUMED WEST OF MEUSE

French-Americans Take New Villages

By Radio to The Hatchet

WASHINGTON, Oct. 6, — General Pershing's report for yesterday follows: "This morning the attack was resumed west of the Meuse. Overcoming a stubborn resistance we have advanced our lines two to five kilometers, carrying hill Two Hundred Forty, north of Exermont and taking from the enemy the villages of Gesnes, Fleville, Chehery and LaForge."

General Pershing's communique for Friday is as follows: "American troops fighting with the French have driven back the enemy and have taken Mont Blanc and other positions in Champagne."

PARIS, Oct, 6, — The text of the night official communique follows: "In Champagne, French and American troops in the course of the day completed their advances of yesterday. On our left we pushed our lines four kilometers north of Auberive and eight kilometers northwest of the Somme as far as the Aisne river."

BRITISH ADVANCE NORTH OF ST. QUENTIN

LONDON, Oct. 6, — Operations of a minor character were continued successfully today north of St. Quentin. As the result of our counter pressure along the whole front the enemy has begun to withdraw from the high ground known as the La Terriere, the bend of the canal De La Court between Le Catelet and Crevecour on the whole front between these two villages. Our troops are now east of the canal.

The enemy is burning Douai. Over forty - six of our air squadrons vigorously continued their operations, much valuable reconnaisance and photographing being accomplished.

BIG MUNITIONS EXPLOSION

NEW YORK, Oct. 6.—Blasts at munition plants at Morgan, New Jersey, caused great damage for miles around, leaving a number of villages in shattered condition. Many workers are dead and a fire is still raging at the plant.

FERDINAND OF BULGARIA HAS ABDICATED

CROWN PRINCE SUCCESSOR

May be Plan of Politicians to Create Favorable Impression with Allies

BARRINGTON PASSAGE, Oct. 6.—King Ferdinand of Bulgaria abdicated on Thursday in favor of Crown Prince Boris who, it is stated, has already assumed office. Sometime ago it was reported that Ferdinand was sharing largely in the profits of a syndicate organized in his country. Bulgaria may also be seeking to create a favorable impression upon the Allies, as her final treatment at a peace conference will depend considerably upon the conduct of her King during the remainder of the war.

LENS IN RUINS FREED BY ALLIES

LONDON, Oct. 6.—The liberated city of Lens is in ruins and coal mines are flooded. The allies continue to make gains on the western front. In the region north of St. Quentin, British troops made considerable progress capturing 800 prisoners. Americans have resumed attacks west of the Meuse and have advanced the line from twenty to fifty kilometers capturing several villages. Allied forces in Serbia have come in contact with Austria-Hungarians near Vran Jo in southern Serbia.

GERMANS CLAIM RETREAT UNNOTICED BY ENEMY

NORDEICH, Germany, Oct. 6, — The enemy has obtained a footing in Lesdins and Marcourt. French and Italians attacked anew in partial thrusts and carried out united attacks against our positions on the ridge and the declines of Chemin De-Dames between the Aillette and the Aisne On the Aisne and Laval front very great reconnoitering activity took place. East of Rheims during the night we evacuated our foremost position between Prunay and St. Marie unnoticed by the enemy and have taken possession of rearward lines. Enemy has followed yesterday over to Prunay.

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EDITORIAL

To come to a full realization of what our transports are doing one needs to go out on the decks after dark and watch those slowly moving black bodies just distinquishable against the sky line. Darkened, yet giving no sign of the bustling activity within, these giants plod on steadily and surely, carrying precious cargoes of men to a field where they may forget the bitter moments of past life and build anew; where hope waits for all — a hope that each may win for himself his place in the sun. These thoughtful men, whose future is bounded only by a great determination, now forget the present danger, in full confidence of the responsibility of their comrades who are guiding the ship, and give their lives in their keeping

It may not sound romantic to the less fortunate who are compelled to remain at home, but to me, to have experienced that spectacle, is one of the great things of life.

TO OUR BOYS.

Dear Boys:

With so many of you aboard it's hard to know each of you, but we do want to tell you that we're with you to the end of the big show over there. Unluckily, we cant take the place of your wives, mothers and sweethearts but we can try to do the things that they themselves would do for you.

Remember, we're with you 'till the bench breaks.

The Girls on Board.

Blow your own horn; soft music falleth only upon the ears of those who care to listen. Hence the contempt of the ship's buglers who sound 'belay' after the siren.

INFLUENZA ON THE DELAWARE

FRAGMENTS OF A DIARY.

1st day out.

Well, this is a great life if you dont weaken. I'll say that. Fancy having to climb all these stairs while the elevators are used for offices. It's a scream. I'd like to see the fanatic behind these 6 a. m. drills. A man, I'll bet, who knows nothing about necessary beauty sleep. Luckily, we've got these muzzles for such an unearthly hour.

2nd Day.

Came on board expecting to rest. Instead, I must play tag in this Abandon ship drill game. Each time they move Frame 120 and I can't find it. It's a scream. This extraordinary energy seems peculiar to Navy. Sailors jump around like chickens with their heads off. Always going somewhere. Constant tramp of feet from basement to garret. I hear the Captain lives alone in the garret. No wonder, all these people around gabbling. It's a sream.

3rd Day.

My Kingdom for a hair-curl! My word, these Naval people are queer fish. Always heard they were so gallant. Asked one to carry me out rowing. Wouldn't do it. All these lifeboats lying idle, too. Probably not sure enough of his job to take any chance. Poor fellow. It's a scream.

[Continued tomorrow]

"THE HAVERSACK"

Of Private O. Pinion

Then You Know You're Hit

When yo' head begins ter achin'
An' yo' other bones ache too,
An' yo' temperature's er boilin'
An' you'se shivering thru and thru,
When yo' wobbles and yo' flounders,
Jes' like everytime you're drunk,
Den you'se sho got Inflooenza,
An' yo'd better hit yo' bunk.

"Singing soldiers win battles," a great general said. And when it comes to singing we doff our over-sea toques to those colored boys.

Seems like the boys in D - 2 get well quicker'n the ones in that nice airy hospital on the hurricane deck.

One nice thing about a camp: you don't have to polish the brass work.

Speaking of nose-guard, thank God our girls can't see us now.

We have already destroyed one sub, disabled two more, and three got away. We have captured an ober-lieutenant from one of the subs and he told us in his Milwaukee English that the Kaiser admitted the war would be over next week. We have passed through three terrible storms with the waves running sixty feet high. Well, anyway, that's what censor found in some letters.

So long. See you tomorrow.

"EYES"

They haunt me and taunt me, eyes, just eyes,
Eyes with all hidden below.
Brown eyes, blue eyes, big eyes, wee eyes,
Just everywhere I go.
Their noses—well, what are they like?
Are they blunt or short or long?
Do their chins look as if they could fight?
Do their lips have the lilt of a song?
I look for an answer in those eyes
And I lose my very soul.
What fiend is this who has conjured these lies
And stranded me on the shoal?
I have no landmarks now to guide.
No strength to resist their curse.
For that blank gap 'neath the eyes at my side
Has made me love the wrong nurse!

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Vol. 7 Monday, October 7, 1918 No. 7

LOSING GERMANS AGAIN ANGLE FOR PEACE

WIDE RETIREMENT NORTH OF RHEIMS

New Front of Twenty Five Miles Established in Argonnes

By Radio to The Hatchet

NORDDEICH, GERMANY, Oct. 7.—In continuation of movements begun at ten minutes past three, night before last east of Rheims and on both sides of Suippes, we have also evacuated our positions at Brimont and Berru and occupied rearward lines. Enemy followed in course of day. We stood in fighting touch with him in the evening on Suippes, both sides of road Rheims-Neufchatel, near Lavannes-Apoye-Pontfaverger and on the Arnes. Between road leading from Somme-Py towards north and east of Liry, French and Americans attacked anew with strong forces. We have after heavy fights thoroughly maintained our lines.

A glance at the map of the Argonne region east and north of Rheims shows plainly that about twenty-five miles of the Hindenburg line have been evacuated and a retirement to a depth of seven miles has taken place to the north. Rheims is now almost out of range of the German guns.

This leaves but a short sector of the entire Hindenburg line, that in the neighborhood of Chemin de Dames, in German hands From the North Sea to the recently famous St. Mihael salient all the rest is in the possession of the Allies.

AUSTRIA RENEWS PEACE DRIVE.

PARIS, Oct. 7.—Austria asks peace parley based on President Wilson's fourteen principles. Germany and Turkey are to submit similar proposals. The news has been suppressed in Berlin temporarily. Vienna's latest proposal was sent to Stockholm for transmission here. It is generally understood that the offer would not be accepted while Germans are on Allied soil. More desperate efforts for negotiations are expected as Allied troops approach the German border.

Kaiser, Being Badly Beaten On All Fronts, Begins New Peace Offensive In Hopes of Saving Crown - Asks Wilson to Negotiate and Proposes Conditions

NEW CHANCELLOR TRIES OLD TRICKS

Central Powers Now Talk of Freeing Belgium and Considering Some of America's Terms, But as Usual Evade Fundamentals - Allies Will Spurn Offer

Peace proposals from Berlin are now on the way to President Wilson. They will be presented through the Swedish Minister. In the meantime the wireless press at Norddeich, Germany, has taken pains to acquaint the U. S. Naval Press with the substance of their proposals.

Recent indefinite dispatches concerning a change in the German Chancellorship have been confirmed. and it is now established that the resignation of Hertling and his cabinet is a fact. Prince Maxmillan of Baden has been appointed his successor. He is represented as a man of unusual earnestness and of liberal views of the world.

At the time this was supposed to be a new move in a strong peace drive that the Germans were expected to put forth. These expectations have proven correct and this morning's dispatches contain the definite message from Berlin to Washington, as follows:

BERLIN, [TRANSOCEAN PRESS TRANSMITTED TO PRESIDENT WILSON THRU AGENCY SWISS GOVERNMENT] Oct. 6.

The German Government requests the President of the United States of America to take in hand the restoration of peace, to inform all United States of this request and to invite them to send plenipotentiaries for the purpose of beginning negotiations. It accepts the programme presented by the President of the United States of America in the mes-

(Continued on page two)

FURTHER HUN RETREAT ON CAMBRAI-LENS FRONT

By Radio to The Hatchet

ST. JOHNS', Newfoundland—Oct. 7.—The official report states that after violent fighting in the neighborhood of the Scarpe we have captured a number of machine guns and several hundreds of German and Austrian prisoners. The enemy is withdrawing northward in disorder. North of the Scarpe our troops have gained possession of Fresnoy and are established on the eastern ourskirts of the Vidlaoe.

AMSTERDAM, Oct. 7.—All signs indicate that a big retreat is at hand. Many messages received here indicats that the Germans are preparing for the immediate evacuation of Laon, Lafere, Ribemont and Cambrai. Towns in this district are being stripped of everything usable.

AMSTERDAM, Oct. 7.—It is reported today that the wharves and docks at Bruges have been set afire and the big guns removed from Knocke. These and other moves of the Germans are regarded as proof of the report of the imminent retirement on a large scale.

MUNITIONS DISASTER

PERTH AMBOY, N. J. Oct. 7.—Fifty are dead and one hundred and fifty were hurt in the shell plant explosion yesterday, New York was put in peril by the New Jersey disaster. South Amboy was hard hit. The damage is estimated at from $15,000,000 to $20,000,000. Fires are sweeping two thousand seven hundred acres.

HUNS ANGLE FOR PEACE

[Continued from page one.]

sage to Congress of the eighth of January, nineteen hundred eighteen, and in his later declarations, especially in the address of the twenty-seventh of September, as foundation for peace negotations. In order to prevent further blood shedding the German Government requests immediate conclusions of general armiestice on land and water and in the air.

BARRINGTON PASSAGE, N.S. Oct. 7—The Imperial German Chancellor of the Reichstag today stated that the new Government stood on a just peace regardless of war situation and that he had sent a note to President Wilson offering peace based on the terms of President Wilson's message to Congress, January eight, 1918. It is reported that Austria Hungary asked for general negotiations for peace on President Wilson's message to Congress of United States.

VIENNA RUMORS LUDENDORFF'S FALL.

LONDON: Oct. 7,—A private telegram from Vienna tells of rumors of contemplated changes in the German military command. It is reported there that Ludendorff has decided to resign.

PRISONERS IN PALESTINE TOTAL SEVENTY NINE THOUSAND

LONDON, Oct. 7,—The Palestine armies captured seventy nine thousand prisoners. Eight thousand were taken by Arabians and seventy one thousand by General Allenby's forces since the commencement of the British operations in Palestine and Syria according to an official statement issued tonight by the War Office.

AMERICAN SUB-CHASERS ACTIVE

LONDON, Oct! 7.—United States subchasers did well in a recent fight. The Americans are highly praised for Durazzo attack. A contingent of twelve American submarine chasers played a brilliant and novel part in the Durazzo engagement. The Americans definitely sank one submarine and damaged and probably destroyed another.

CHANCELLOR FAILS TO MEET WILSON'S TERMS

Prince Maxmillan, the new German chancellor, points out the following peace proposals:

A readiness to take part in a general league of nations on principle of equal rights for all, that is, both of the strong and of the weak.

Solution of the much contested Belgian question is to be found in the complete restoration of Belgium, especially in respect to its independence.

A desire that in the Baltic states and in Lithuania and Poland popular representative bodies shall be formed.

QUESTIONS THEY EVADE.

Will German class rule and militarism continue?

Will the Kaiser still be an absolute despot with power to make war at will?

Why say nothing of disarmament?

What about reparation as well as restoration for Belgium?

What about Alsace-Lorraine and the captured people of Russia?

What about the conquered territory of Serbia, Rumania and Albania?

What about making the world safe for Democracy?

In President Wilson's speech in New York, September 27th, the following principles were set forth: The issues of the war, the President said, had been accepted as facts, and not as any man or group of men had defined them. These issues, putting them in the form of questions were:

Whether any military power should be suffered to determine the fortunes of people over whom they have no right to rule;

Whether strong nations should be free to wrong the weak;

Whether peoples should be ruled by arbitrary and irresponsible force or by their own free will;

Whether there should be a common standard of right and privilege for all nations;

Whether the assertion of right should be haphazard and by casual alliance or should there be a common concert to oblige the observance of common rights.

COMMENTS FROM CONTEMPORARIES

New York Tribune: If a league of nations is to be formed after the war, Germany will not sit at the head of Council Board or figure arrogantly as of yore in proceedings, but will enter it abased and chastened if she enters it at all.

New York Evening Post: Hindenburg betrays most suspicious anxiety less diversive demoralizing tactics of the enemy break down the loyalty and confidence of the Germans. He complaines bitterly of leaflets dropped from aeroplanes and thoughtlessly sent home in soldiers letters. Why this intense dread of these paper bombs in Germany? It would only be laughed at if the Germans did the same, but when the morale is already breaking, this continual dropping of propaganda from the skies wears it away dangerously.

El Paso Herald:
Are there those of us who will be sorely disappointed if the Alles accept surrender of Germany at the Rhine line? Are there those who would like to see Germany devastated—Berlin a heap of ruins? That would be only partial punishment for the misery Germany has brought on the world.

The Hatchet takes this opportunity to inform the passengers on board that a "Lost and Found" bureau has been established at the Y. M. C. A. on "D" deck, and persons finding articles may turn them in there.

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NO PEACE!

The Kaiser is shouting "Kamerad!" again.

The German peace offensive, expected ever since the tide turned against them on the Marne last July, is under way. That is what the news means.

When the brutal soldiery of the War Lord were running wild over Western Europe—burning, raping, destroying—and his eyes were filled with visions of being a second Caesar, there was no talk of peace, but only of terrorism and the shining sword. Not so now. The flower of his "world-conquering" armies has been beaten and put to flight by "the miserable little army" of the British, the war-worn legions of France, and the "untrained" Yankee clerks and farmer boys. And now the Imperial Mountebank, feeling the crown of his fathers tottering upon his forehead, cries, "Come, Kamerads, let us have peace," — with the unspoken proviso, of course, that as soon as he gets strong enough, we will have war again.

Not so, Herr Hohenzollern! Years ago you fooled us with your talk of being a lover of peace. Four years of blood and tears and a world in anguish have opened our eyes. God has written, "They who take the sword shall perish by the sword." You and your people must suffer as you have made all the world suffer. It is our sacred duty to show you that it does not PAY to make war, and we will show you so that you will remember, and so that your people will remember long after you are dead and forgotten

You talk of freeing Belgium, now. Yes, now that the Allies are freeing Belgium. You are ready to agree, you say, to Wilson's terms of a square deal for the little nations. You, the ravisher of Serbia, the terror of Poland, the murderer of Belgium, now masquerade as the champion of little nations! Don't wonder that we sneer at your hypocrisy. And now, after a year, you are ready to adopt the Reichstag resolution of "No annexations, no indemnities." Unfortunately for you we remember how you carried out that policy in Russia. Enslaved Poland, Ukrainia, and Lithuania give the living lie to your words. And think you we have forgotten Alsace-Lorraine?

Ah, wily Wilhelm, you are just like your soldiers. They fight well at long range and when they are winning, but when they are being beaten, and when they see the glint of the cold steel, they throw up their hands and shout, "Kamerad!" It is a trick that does not fool our soldiers any more. Nor will the Allied Nations be duped by your mouthings about peace. They know you and your junkers. The only peace that you can obtain will be the peace of absolute and unconditional surrender — in order that men may once more walk the world free and unafraid, that again there may be "Peace on Earth, Good Will to Men."

FRAGMENTS OF A DIARY

4th Day.

Nothing but orders on this ship. Guess the Captain hasn't much else to do. Although we're out of the Danger Zone we must always tote these "George" ette Reefers around with this bucket of water dangling against our shins. This Captain of ours is a wise little one. I notice he takes the easiest course to steer his boat and avoids climbing that hill on the right. Maybe new on his job and is taking no chances. It's a scream.

5th Day.

Great little old idea of feeding us. Nuts on our table never are cracked, so we have them every day. Hooverism. No milk to be had, either. It's a scream. Some smartie insisted we had a goat in the cellar for fresh milk. What I like about the editors here is that they treat me like an artist and not like piece of cheese. Speaking of cheese reminds me of those neat little squares on our table. Cut so small doubtless, for convenience of the mice. Caloric stuff. It's a scream.

6th Day.

Another order. Gags to be removed Between two and four daily. To give germs fresh air. It's a scream..

"THE HAVERSACK"

Of Private O. Pinion

SURRENDER OR FIGHT!

Richard Lovelace, Up - to - Date

"I could not love thee, Dear, so much,
Hated I not Germans more."

Retort Discourteous

There may be no beer,
But there always is cheer.
And there's many a tear
For the Doughboy who fools with the Engineer.

—Corporal Punishment.

We're the Kids That Built the Pyramaids

Pioneers, — that's us.

It means that we dig holes for the mud-crunchers to fight in. It means that we are ahead of an army on the watch for danger, and facilitate their passage: like Cascarets, we work while they sleep.

Private Picken Shovel.

No Fish Story Either

"What's dem, Mistah Lieutenant?" queried Pvt. Professor Beasley.

"Those are porpoises."

"What dey eat?"

"They eat little fish, like mullet—like sardines."

Deep, deep, thought, then, "But, Lieutenant, suh, if dey eats sahdines, how does dey open de cans?"

Contribs welcome. Make it short, salty, and snappy. This is your column.

DINNER GIVEN IN HONOR OF NEW CAPTAIN OF THE SHIP

Feast of Wit and Flow of Soul---Repast, Music and Dancing Enliven Welcome

The advent of a new Captain is an event of great importance upon a ship and one that may be marked by a reception of no mean magnitude. In order properly to welcome Captain Ward K. Wortman, the officers of the ship's complement arranged a suitable luncheon in his honor to which the passenger officers of the army and navy, and the nurses were invited.

At twelve noon yesterday they assembled in the beautiful officer's messhall and after Captain Wortman had been presented all sat down to an excellent menu.

After cigars and coffee, with a few well chosen words, the Executive Officer toasted the Captain's health. He arose to respond and expressed his appreciation of the fine hotel over which he had been placed in command but regretted the lonely position of his quarters. In the course of his reassurances that the submarine menace is now a thing of the past, he was interrupted by the danger signal and was unfortunately compelled to forego the remainder of the welcome prepared for him.

To calm the assembly the Executive quickly arose and presented with many "smiles" the worthy suggestion that the orders of the day include the custom of greeting everyone at the first meeting in the morning. No orders were deemed necessary concerning the "goodnights." Other toasts were responded to by the Commander of Troops and one of the nurses. The party finally adjourned to the after part of B deck and enjoyed several hours of dancing.

The music for the dinner and the dance was furnished by the ship's orchestra.

From the beautiful little menu folder which was printed in the Hatchet Office, it is learned that Captain Ward K. Wortman was born in Indiana, January 31, 1880. He was appointed to the United States Naval Academy from Montana. September 5, 1896 and graduated in 1900, At the outbreak of the war he served as a destroyer skipper and went over there with the first in April, 1917.

A SUNDAY WITHOUT SINGING.

At the Church Services which made yesterday a rather impressive Sunday over the ship, no singing was permitted as measure of precaution against the spread of the fast dying epidemic. After the Church Call had been sounded by the bugler at 9:45 in the morning, well attended services were held at the hours and places recently announced in these columns. The army chaplain on board addressed the assembled officers and nurses at ten o'clock; the ship's chaplain spoke to the Engineers on B deck at ten thirty. The colored soldiers conducted their worship early in the afternoon at the stern and about five thirty a very large congregation listened to the army chaplain again in the main mess hall.

In the evening in the crew's quarters the sailors gathered in goodly number where they were deeply interested in the words of Chaplain B. of the Army. He suggested the following interesting acrostic as the marks of a true AMERICAN: Ambitious, Manly, Energetic, Righteous, Idealistic, Clean, Analytic, and Noble.

TONS OF FOOD ARE SAVED FOR THE ALLIE

PHILADELPHIA. Oct., 5; - Philadelphia Federal Food Administration reported hotels, restaurants, and clubs of Pennsylvania alone saved since November, 191 over 992,000 pounds of sugar, 1,668,00 pounds of meat, 1,416,000 pounds of flou This is in addition to vast savings mad in homes.

WASHINGTON, Oct., 5, - Reports to th Fuel Administration on increased produ ction of high grade bunker coal, essentia to carry soldier's munitions overseas, show a big increase over the corresponding per iod of last year.

WASHINGTON, Oct. 5.—All men wh have had any experience in seafaring lif were called upon in a personal appeal by President Wilson to submit with thei questionnaires a full account of such ex perience so that the government may know where to obtain seaman when thei services are required for the merchant marine.

The Largest Circulation On The Atlantic Ocean

THE HATCHET

Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 7 | Tuesday, October 8, 1918 | No. 8

LAON IN FLAMES AS FLEEING FOE ABANDON CITY

mericans Preparing For Big Assault Against Kriemhild Line in Rheims Sector

By Radio to The Hatchet

/ASHINGTON, Oct. 8. — Slow but eady progress is reported at almost every oint along the West front where the llies are attacking. The Americans are dvancing between the Argonne and the Ieuse, according to the report from Ber-n. The enemy have been caught between erthelots Aroy on the west and Gourads n the left and is retiring northward n Champagne.

The French have reached the Suippe on wide front further east. The Americans ho are face to face with the Kriemhild ne are evidently preparing for an assault n powerful positions. The Americans ave been going ahead in the Rheims ector and today's advance has been far asier and less costly than usual.

In the region of Laon, this city, which as been the stronghold and pivot of the e's defenses, has been reported on fire dicating that the Germans are planning leave that region. Lille will be evac-ated in a few days and the retirement ill extend to St. Quentin, where the rench and British are through the Hin-enburg line.

NORDEICH, Germany, Oct. 8. — The erman headquarters reports that the ar theatre in Flanders and before Cam-rai has had a quiet day. The enemy at-cked northeast of Le Catelet and on both des of Lesdins and drove forth in a broad ont north of St. Quentin. On the Somme ne enemy also gained territory at Es-gny le Petit.

New positions were taken up by our my under the German Crown Prince on ne Aisne and Suippe between Pontavert nd Bazancourt. Battles were raging at ontavert, Berry au Bac and on both des of the road from Neufchatel to amercourt. Detachments of the enemy aintained themselves on the north bank the Suippe.

Between the Argonne and the Meuse ne Americans continued their violent at-cks. The center of gravity of their at-cks lay on both sides of the road lead-g from Charpentry to Romagne.

PEACE WITH THIS?

PERTH AMBOY EXPLOSION CAUSES LARGE LOSS OF LIFE AND MUNITIONS.

MORGAN, N. J. Oct. 8.—Steady rain has exhausted the explosions at the Gillespie plant at Perth Amboy, N. J. The estimate of the dead is ninety-four, while property loss exceeds $25,000,000. But four of the thirteen loading units of the plant remain standing. All munitions plants throughout the country have been ordered to speed up work following this great loss.

IMPORTANT BRITISH NAVAL MISSION IN WASHINGTON

WASHINGTON, Oct. 8.—Sir Eric Geddes, First Lord of the Admiralty with a naval mission arrived in Washington to discuss certain matters concerning the naval situation. He is accompanied by Vice Admiral Duff and other officers and was met on his arrival in Washington by Secretary of the Navy Daniels, Admiral Benson and all Chiefs of Navy Bureaus. The party lunched with the President and were given a dinner by Secretary and Mrs. Daniels.

WILSON EXPECTED TO REJECT NEW PEACE OFFERS

People In No Attitude For Peace Until Central Powers Forget Belligerency

By Radio to The Hatchet

WASHINGTON, Oct. 8. — The reply of the United States Government to the Central Powers' plea for peace is said to be a rejection although no official action has been taken as yet. President Wilson received the note this morning through the Swiss Legation and spent most of the day going over it. It is generally understood that there will be no conference started with Germany until she has abandoned her belligerency. Immediate consideration of the German and Austrian proposal was demanded by several of the Senators.

The New York Tribune calls Austrian proposal for immediate armistice a subterfuge and precludes any peace negotiations. Austria is ostensibly acting on her individual initiative, but Germany is very likely behind her. America is willing to accept only the unconditional surrender of the Central Powers, and nothing less is to be considered; definitions to come only afterwards.

The New York Herald military observer points out that the enemy is much hampered by Allies' seizure of the Balkan communications of the Central Powers to Turkey, leaving passes thereto only through Ukraine and the Black Sea; that it is impossible to strengthen this communication without weakening French and Italian fronts.

The New York Times says, regarding new peace proposal: "Any undertaking regarding new peace proposal is futile if Austria is merely acting for Germany by transmitting the proposals and not offering them for herself. President Wilson's former answer will not be modified, and the example of Bulgaria must be followed."

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TO MY SOLDIER

I'm feeling pretty worried over all the things I hear, of the shrapnel and the cannons that are roaring round you, dear, of the zeppelins and the airplanes and the snaky submarine. But the worst of all the things I hear that nearly turn me green, is the fear of all the damsels you'll be meeting over there, the Parisian and the Belgian maids, with their fascinating air. To be a loyal lover don't forsake the girl back home, no matter how they smile on you, don't let your fancy roam.

Oh, the French girls they are pretty and the nurses they are kind, but do not be a traitor to the girl you left behind. I know that you are loyal to the old Red, White and Blue, and I hope that you'll be loyal to your little sweetheart too.

Against the Huns they spell with "U" you'll hold your own I know, but I fear you may be ambushed by the Huns you spell with "O." Stand guard against temptation, don't surrender to their charms, and wait till you come back before presenting arms.

Leave the French girls for the Frenchmen, and the nurses for the Doc's, the soldier boy in khaki is for the girl who knits the socks. Though you find the French girls pretty and the nurses are so kind, do not be a traitor to the girl you left behind.

SUBMARINE HEROES

WASHINGTON, Oct. 8. — An explosion occurred Saturday on the U. S. S. Submarine O-5 at New York. Ensign William J. Sharkley was killed and Lt. George A. Trevor and Electrician Still injured. One battery was destroyed and a compartment damaged by fire. The cause of the explosion is unknown. A court of inquiry has been appointed.

OUR UNIVERSAL SWEETHEART

FRAGMENTS OF A DIARY

6th Day.

That hateful Army man. Wouldn't let me shoot off his revolver. More orders I suppose. It's a scream. If a sub captain came aboard he'd think he was among friends, we all look like Turkish brigands in these outfits. Must muzzle these military rumors some way, I guess. What a life! These Naval people are so stingy with their old ship. Always new orders. Wonder if that Captain observes his own orders so carefully? Soft job, his, up in his garret sticking colored pins in a paper. It's a scream. Ice cream for ill patients, I hear. Wish the pen would slip on that one order. More ORDERS. To bed at nine. I shall ask to be taken back at once. This is really too much. No letters either. A fine postman we've got. Should be reported to Burleson.

More ORDERS. Keep off the second and third story front porches. Why don't they put us on another ship if they want this one for themselves. It's a scream. Lot's of sailors running around barefooted. Guess they're going around wading if an ORDER don't get here first. A new one. Mustn't sit on these Georgette reefers. Guess we might be too comfortable and respond too slowly to —MORE ORDERS. Coined a brand new expression today about someone rocking the boat. Now everybody using it. No chance of being exclusive here, eh, what?

I suppose these orders are all right, but why not one ordering us all to sleep till ten a. m. Another one. Victuals on time or starve. That Army chaperone to the dining room is as full of orders as an egg is full of meat. Another good man gone wrong.

"THE HAVERSACK"
Of Private O. Pinion

No wonder Willie is ready to quit. He must have heard WE were coming.
—The Labor Battalion

It is hinted that respiratory masks are not ordered so much to prevent our old friend "S. I." as to muzzle military rumor germs.

Three Hundred Years Ago

"You brave heroic minds
Worthy your country's name,
That honor still pursue;
Go and subdue!
Whilst the loitering kinds
Lurk here at home with shame."
—Michael Drayton. about the year 1615

Masks and life preservers—no other chaperons need apply.

It is not necessary to Hooverize on the soap.

Second hand tanks ought to be as cheap as Fords in a little while when the war ends.

A strong right arm will be more appreicated by the boys than strong feet.

The father of liars took the first cold bath.

UNFINISHED LIMERICKS

There was a fat Prussian from Posen,
Who in a front trench was dozin,'
A Yank with his gun,
Drew a bead on the hun,
And—friends are requested not to send flowers.

Von Hindenburg talked as he slept,
And moaned, and blubdered and wept,
"Och, der death of me,
Vil does Yankees be,
Undt"—just then an eight-inch shell exploded under the bed.

A tall Saxon horse grenadier,
Sat down to a big steln of beer,
As he reached out his hand,
He got a command
To retreat—and ten minutes later a buck private from Oshkosh lapped up the beer.

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Vol. 7 Wednesday, October 9, 1918 No. 9

WILSON POINTS OUT TRICKERY IN GERMAN OFFER

Sends Note to Berlin Demanding Full Acceptance, Not Negotiations, of Allied Terms - Refuses to Discuss Peace Until Chancellor Clearly States Position of Hun Rulers

AMERICAN PRESS UNANIMOUS IN REFUSAL

England Fears Wily Enemy is Seeking to Betray Cause of World Democracy - Even German Propaganda by Ship's Wireless Admits Proposal is Carefully Camouflaged

By Radio to The Hatchet

WASHINGTON, Oct. 9, — President Wilson's answer to Germany's request for an armistice is the following communication to the German Chancellor which was delivered by Secretary Lansing to the Swiss Charge d'Affaires this afternoon, "Before making reply to the request of the Imperial German Government and in order that the reply shall be as candid and straight forward as the momentous interests involved require, the President of the United States deems it necessary to assure himself of the exact meaning of the note of the Imperial Chancellor. Does the German Imperial Chancellor mean that the German Imperial Government accepts the terms laid down by the President of the United States in his address to the Congress of the United States on the eight of January and subsequently and that its object in entering into discussions would be that they are ready to agree upon the practical aims of their application. (Radio interrupted)

CARNAVON, WALES. Oct. 8. We must be on our guard lest results of our exertions should be brought to naught by Hun cajolery. We must not allow ourselves to be cozened by smooth words out of a victory which our men had deserved by their blood and our women by their sons. It would be foolish to underrate significance of what had occured and was occuring in Germany.

BELMAR, N. J. Oct. 9, — The New York Tribune reports the comments of the American press are unanimous in re-

[Continued on page two]

ADVANCE LINES IN ALL WESTERN FRONT

Belgian Coast Being Evacuated to Dutch Border

By Radio to The Hatchet

WASHINGTON, Oct. 9.—Many villages and prisoners were taken in the region of Cambrai. The advance continues in both this sector and around St. Quentin. We attacked at daylight under cover of a heavy rain storm and driving through a gap in the Hindenburg line we attacked them in the rear. Advances were also reported on two other fronts. Two more villages were taken by the French in a drive north and northeast of Rheims and another advance of about a mile was made by the Americans pushing northward along the Meuse. They are approaching the ourskirts of Brieulle Sur Meuse. which is being battered by our guns. Powerful German counter attacks were broken up by Americans in all the drives in which they are taking part.

AMSTERDAM, Oct. 9.—The evacuation of the Belgian coast is continuing says the telegraph correspondent. The telephone lines from the frontier to the coast are being taken down and stores at Knocke, five miles from the Dutch border, are being burned.

PARIS, Oct. 9.—An American battalion which was surrounded by the Germans in the Argonne forrest, has been rescued. British and American troops began an offensive on a large scale on October eighth between St. Suehtin and Cambrai. Correspondents stated that an advance of from two to three miles was made in a few hours.

NORDEICH, Germany, Oct. 9, — German Headquarters reports that north of the Scarpe the English attacked on both sides of Oppy after heavy fire fighting. He got a footing in Neuvireuil. North of St. Quentin the English and French continued their strong attacks. The positions near and south of Sequehart have remained constant. In the afternoon the enemy thrust forward in partial attacks between Bazancourt and Selles with strong forces on both sides of St. Clement on the Arnes. Local fights occured around St. Etienne, which was taken by us, but lost, however, again by a counter attack of the enemy.

BEIRUT FALLS TO FRENCH- TURKISH EMPIRE FALLS

By Radio to The Hatchet

St. Johns Nfld. Oct. 9 — It is officially reported by the Frencn Senior Naval Officer on the coast of Syria that two French divisions reentered the port of Beirut on October seventh. Information has been received that the Turkish Government has fallen and that there is great excitement in Constantinople.

LONDON, Oct. 9. — The Turkish cabinet resigned today says a dispatch from Constantinople. A dispatch from Vienna confirms it.

WAR PARTY BACK OF PEACE MOVE

BERNE, Oct. 8. — The new German peace move was made on the advice and approval of the High Command of the Army, says the Stuttgart Neues Tageblatt and adds that Germany has decided to consent to very heavy sacrifices.

WASHGTN, Oct. 8—Building construction by the War Department this year that done average yearly by one hundred and twenty five of the largest cities. The cost of building cantonments, training camps, etc., in the United States equals two thirds of the cost of building the Panama Canal.

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FRAGMENTS OF A DIARY

7th Day.

Well, the Captain condescended to come out of his garret today and wolf a meal with us. Exactly what I thought. A man grown fat from lack of work. Had his face washed nicely for the party. Made half a speech then got stuck, and rushed away at a pre-arranged signal. Great stuff. I had more speeches than food.

One man has got a bug for this mystic table-rapping stuff. Always at it. Probably means well. Blushes cutely. Likes to laugh at his own jokes. Well, charity begins at home. They left out two important toasts. To the Ship's Surgeon and our editor. I noticed they allowed the chief engineer to sit at the table with us. He was'nt a bit grimy. Guess his Saturday night bath removed the stains. The landlady laid off Hooverizing on nuts today.

Funny little beds these. Got sideboards like a cradle. They'll unman the Army with such babystuff. 'Nother side board which fits a neat little railroad track. Suppose that's for the babies to play with. Next they'll have "Nursie" tying us in bed. It's a scream. Fine orchestra in the eating parlor. Makes the waiters syncopate the food in swiftly. The ORDER man seems to be off duty today. Maybe his conscience hurts him. I'll bet we get some hum-dingers tomorrow! Lot of fun today playing tag with the ship next door. We almost caught 'em between the henhouse and the woodshed.

"THE HAVERSACK"

Of Private O. Pinion

Lafayette's men came across in worse ships than this; they didn't even have a "Hatchet."

Don't fret about losing your job. There is still a lot of Fritzies alive.

Nix on the negotiations, Willie. Cut out the stalling, shadow boxing and hanging on in the clinches. Throw up the sponge or fight.

The Rhine is the next "prepared" position to which the Huns will retire. About 56 B. C. a certain J. Caesar built a bridge over it and chased the grand-daddies of the Fritzies back into the tall timber. We engineers came over to rebuild that bridge,

Plutocrats pay dozens of doubloons for sea voyages;
We get ours free.

Half the world is hungry these days;
Not us.

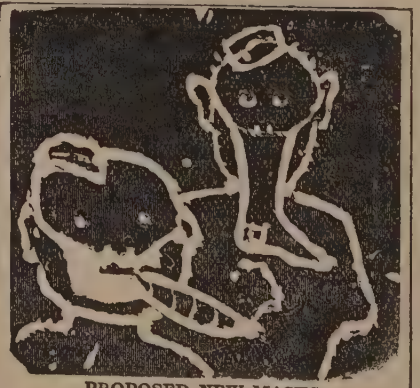
The poilu gets five cents a day;
Our Buck Private gets twenty times as much.

Ever see Tommy's uniform, shoes and chow?
He envies us.

Everybody in Europe eats black bread;
Except the American soldiers.

Fritz fights to conquer the world;
We fight to set men free.

Low shoes have been tabooed for nurses on deck. One wonders about the contour of ankles behind this order.



PROPOSED NEW MASKS
GOOD FOR GAS OR FLUES

WILSON POINTS OUT TRICKERY IN GERMAN OFFER

[Continued from first page]

jecting the pact with the Kaiser. "We must use force without stint limit until their indecent criminal autocracy is completely destroyed." The World asks what prompted the Central Powers to renew proposals for a negotiated peace so soon. The answer is that autocracy knows it is whipped and will continue asking terms with increased humility. But the coming peace will not be based on Germany's insincerity and will not boast of Austria Hungarian duplicity and falsehoods. This truth regulates the duration of the war.

The German Socialistic organ, The Voerwaerts, puts its finger on the point in question when it asks, "What does it mean when one accepts a certain programme for foundation for negotiations?" * * * It does not mean to make it the beginning point of a conversation which is finally to lead fundamentally to quite other results."

Voerwarts demands finally from the German Government that it take Wilson's program as a whole. On this account, the new course in Germany would give up every diplomatic ambiguity and allow it to be recognized that the new Germany is ready in complete sincerity to cooperate in building up a new world.

That such a comment should appear in the German Press infers that even among them there is a fear that Wilson's programme may not be accepted as a whole and in good faith.

EVEN HUNDRED VESSELS COMPLETED IN U. S. IN SEPTEMBER

WASHINGTON, Oct. 10. — The Bureau of Navigation announced that forty six steel and fifty four wooden seagoing vessels aggregating 301,433 gross tons were completed in United States shipyards during September. The total tonnage built in September was greater than the whole fiscal year 1915. During the nine months ending September thirtieth. United States built a total of 1,357 seagoing and non seagoing vessels aggregating 1,722,730 gross tons.

If anything happens, keep quiet and obey orders. You'll have several hours to get off. The longer we stay on, the better our chances are. Take it easy after we reach our stations.

CAPTAIN WARD K. WORTMAN

Commanding the *George Washington* from September 29, 1918, to October 26, 1918, was born in Indiana, January 31, 1880, appointed to the Naval Academy, September 5, 1896, and commissioned Captain, July, 1918.

A destroyer officer of experience, he had command of one of the first six destroyers which sailed for "over there" in April, 1917, and which were "Ready now, sir," when the British Admiral asked the flotilla commander on the day of their arrival "How soon will you be ready for sea?"

Over 60,000 miles in the "war zone" in command of destroyers were to Captain Wortman's credit before he added some more miles on the *George Washington.*

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Vol. 7 Thursday, October 10, 1918 No. 10

GERMAN RADIO NOTES INDICATE CONFUSION

Unsigned Dispatches in Their Campaign of Propaganda Are Contradictory.

By Radio to The Hatchet

Some new form of organization for the Reichstag has recently been worked out by the master minds of German strategy. They now call it a legislative instead of an advisory body, and by such a simple snapping of fingers declare that there is now a popular government—a democracy in the fullest sense that President Wilson uses the word.

But the Kaiser, Ludendorff, Hindenburg and the Junker class are still in existence. They are the ones who have directed the treacherous policies of the Central Powers for the past generation with such subtlety and completeness. They have at no time openly expressed themselves for peace. But to the Allied nations who have had to deal with their unholy and secret machinations, it is inconceivable that the new, so called popular government, "The New Germany", as they so cleverly phrase it, is but a puppet show, in which they are still the ones who are pulling the strings and over which they still have the power of life or death.

Before an enlightened world can be convinced of the sincerity of any proposal arising in Germany it will be necessary for their "New" Government to show beyond a shadow of a doubt that they have repudiated absolutely the former leaders who have been so completely without principle in their dealings with others. This has not been done. It involves a political revolution arising upon the initiative of the German people, not a mere revision of governmental stage scenery.

In the meantime they try to confuse a world which has had and still has but a single aim, by filling the air with a wireless propoganda so patently full of confusing statements as to be incomprehensible.

In this morning's dispatches dated from Norddeich, Germany, is found with much reitteration "Armistice is possible." At another place it declares, "The belief prevails that the determination to destroy us is not yet broken. Germany will not yield to a frightful life forced upon it." And again, "The semi-official Times Telegraph hastens to reject Germany's peace proposition—and gives expression to Clemenceau's view." [Ed. Note, This has not been received, but it is not hard to imagine what it is.]

Within Germany itself the Koelnische Zeitung thinks it sees certain differences between the German programme and that of Wilson, while the Norddeiche Allgemeine Zeitung feels that the German Government and the majority of the Reichstag have accepted the whole Wilson programme without exception and limitation as a foundation for peace.

In view of the foregoing an armistice by which Germany can save her face is not as easy as she makes out.

ORDER

Beginning at 6:00 a. m. Friday and until further orders, all persons must remain fully dressed and must have lifebelts and filled canteens with them at all times.

Visiting between passengers and naval officers is prohibited. The latter are to be either at or near their stations or in their rooms. All persons are to remain on deck as much as practicable, and each one is to consider himself a lookout and report anything and everything through the nearest lookout station at once. No precaution is too small to be omitted and no report is too trivial.

Safety first, last and all the time depends on the keenness of the lookouts.

Captain U. S. Navy,
Commanding.

ALL ASIATIC TURKEY UNDER ALLIED HANDS

Fall of Beirut Insures a Good Sea Base For Future Operations in That Vicinity.

By Radio to The Hatchet

CARNAVON, Wales, Oct. 10.—The liberation of a great part of Beirut as a result of the operations of the British, French and American forces will prove to be a political blow to Turkey. Even the happenings in the past few days one may well imagine will have a speedy effect in compelling the Turks to reach some sort of a decision. By these recent operation in Palestine we have completed our control of the whole Palestine railway system and obtained possession of a good sea base for an advance into Assyria.

The Manchester Guardian says: "There is little prospect of General Allenby meeting with serious opposition now on his way to Alleppo, tho it is just possible that the Turkish government may forestall him by making a complete surrender."

The new cabinet leader is believed to be friendly to the Entente and has always treated Armenians well. He is not in the same degree under Germany's influence as are the statesmen in Constantinople, who are threatened by German guns.

ORIENT AIDS SHIP PROGRAM

WASHINGTON, Oct. 10,—The Orient has begun turning out ships for United States. Japan has delivered the first contracted ship to the United States shipping board was announced today. September production broke all records with seventy four ocean going ships from the yards of the shipping board. All the vessels built during the month sent the total to one hundred. In Chinese yards to which contracts have been let for twelve eight-thousand-ton ships, work is ahead of the schedules, according to advices received by the shipping board. Chinese laborers have announced they were out to set a record for their own nation.

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TO THE MOTHERS BACK HOME.

Dear Mothers:

I am aboard this ship with your sons and I want to tell you what fine boys they are——every one of them. You may not know it but there isn't a great deal of privacy on a troopship and women have a way of turning up at unexpected corners, but never yet have I heard one word that was ugly or improper. And this is saying a great deal with so many men around. I'm thinking you'd be mighty proud of your boys if you could see how polite they are too. Their nice manners reflect much credit on the fine mothers who are making Victory possible for America.

Sincerely,

A Nurse.

Ed. Note. This letter has been presented with the request that it be published. The hope was expressed that it would reach many mothers to whom The Hatchet will be mailed.

GIB ME DAT LIFE PRESERBER, MISTAH SAILOR MAN, YO' IS MO' USED TO DROWNIN' DAN I IS.

FRAGMENTS OF A DIARY

Well, this is the limit. I hear we've got a nosey fellow aboard who reads all our letters. Nice stuff, that. Burleson is a queer man to let such things go on. Went to the Officers Canteen for hairpins. Out of stock at present. Certainly a down-at the-heel ship. There was a birthday cake at the Officer's table. All trimmed up like a Christmas tree, they give nice 'ittle baby boys. I didn't get any. Down with Autocracy! These ships next door are kicking up an awful dust in our quarter. Enough to make a self-respecting street-cleaner despair.

Got in an awful mess yesterday. One of the ship bosses had all the Naval officers lined up in a corner to get—— or praise (according to his mood of the moment) and I broke up the party with a question. I didn't know it was a serious business. I saw the boss strutting around like a pouter pidgeon and just thought they were playing at war, like kids. I pretended to be very sorry etc., Got away with it. You know me, Al.

"THE HAVERSACK"

Of Private O. Pinion

Judging from the bright yellow moss we have been seeing in the sea, we must be near the Canary Islands.—F. S. N.

Buck Private—What's that foremast flag with the five o' clubs mean?

Salty Gob—Why that's the old man challenging these lime-juice skippers to a hand of pinochle.

Perhaps the readers of The Hatchet wonder why the Engineers are so cocky about who they are; Mr. Kipling points out that cavalry and artillery move on the ground prepared by the Engineers, and the infantry attacks in the breech prepared by the Engineers. There's only one corps that's perfect—that's us, the Engineers.

Premier Clemenceau's reply to Germany's offensive peace was hot stuff. His "French" must have been too bad to get by the censor who was probably a chaplain.

New camouflage: Crown Prince of Peace.

By Radio to the Hatchet from Germany, —Castles on der Rhein—all "For Rent" —mit no takers getten. Kaiser tinks a nice long wacation zu gehen. C. Prince tired too. Mean Yanks make him sehr qvicken zu speeden. Anyvay we iss some runners. Betting iss now zwei to ein ve can peat dos allies to der Rhein. Already ve got a good start.

Better get busy on those letters home! The Censor man says that the mail bag will close at one p. m., Saturday. The next chance to mail letters or The Hatchet will be in France.

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Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 7 | Friday, October 11, 1918 | No. 11

CAMBRAI AND ST. QUENTIN FALL TO ALLIED ARMIES

British - Americans Capture Cities in Great Drive to Point Fifteen Miles Back of Hindenburg Line - Eleven Thousand Prisoners and Two Hundred Guns Taken

GREATEST PITCHED BATTLE OF WAR

Many Villages Liberated - Thousands of Civilians Freed - Pitiful Conditions Found - Cambrai Reduced to Ruins - Enemy Completely Disorganized and Put to Rout

By Radio to The Hatchet

CARNAVON, Wales, Oct. 11---Tuesday's battle was one of the greatest pitched battles of the war and it ended in a complete victory for the Allies - so complete that the Germans between Cambria and St. Quenton, both places now ours, were yesterday in full retreat, incapable of offering any serious resistance to our advance. They must have thrown into the battle more than twenty divisions - one hundred and twenty thousand bayonets - and they lost eleven thousand prisoners and two hundred guns.

That under our pressure of these last few weeks they were planning to fall back here, makes no difference. It is probable that if we had not struck on Tuesday they could soon have been slipping away. As it is we caught eleven thousand enemy, killed many more and drove them back before their preparations were complete. At many villages fires are burning and he is doing what destructive work he can but the country which we have this morning over-run, he has had no time to destroy and hamlets have fallen into our hands intact. We have released many hundreds and probably thousands of French civilians. Five hundred have been rescued from the village of Serain.

The following message has been addressed by the Prime Minister Clemen-

[Continued on page two]

EMANCIPATED TOWNS WELCOME SAVIOURS

By Radio to The Hatchet

Later messages from war correspondents state that successive explosions have been taking place in Cambrai which have practically reduced the town to ruins. When the British entered the town fires were burning steadily and soldiers did their best to extinguish the flames.

Percival Phillips writes "Since no shell marks can be found anywhere in the town it is plain that the conflagrations had not been caused by the British artillery. The town's streets happily are intact and the houses are still habitable, tho showing every sign of having been plundered. Crockery and chairs, even pictures, remain in dust covered rooms. There are mirrors on the walls and unbroken windows screened by torn curtains. Some of the well kept gardens with their neat flower beds and carefully pruned trees look as though the owners had only just left them. Many factory buildings around the town have been systematically stripped of their machinery, for the Huns determined to cripple French industries and Cambrai is one of the important manufacturing centres of the north.

Describing the release of civilians from captured villages, Phillips says, "As they approached Salvigny about a mile to the northeast, our troops saw people waving bits of cloth and making earnest gestures. At first they were thought to be Germans

[Continued on page two]

WILSON'S "NO" FINDS ECHO IN ALLIED PRESS

Only Peace Possible Based on German Acknowledgement of Defeat

By Radio to The Hatchet

CARNAVON, WALES, Oct., 10,--"Among the consequences of the acknowledgement of President Wilson's position none would be more striking than the effect of his unswerving devotion to the cause of Russia. Neither enemy suggestion nor smooth counsels of compromise can cause him to swerve from his splendid conduction that the treatment accorded Russia by her enemy will be the act of their good will."

The Daily Telegraph says "It should be made perfectly clear to the German Government that the Allies will not tolerate any attempts at bluff. If Germany wants an armistice she will have to sue for it in the position of a belligerent who has fought and lost. True, she has allies, but she will derive no strength nor succor from them. Turkey is already a dissolving view. Austria is broken and on her knees. And to his knees also must come the crowned braggaat of Berlin. Justice and memory of our dead demand to live."

The Morning Post says: "President Wilson has given the temper of his own people and also of Allies rightly in refusing to come to any terms with an enemy still upon foreign and beloved soil, still surrounded by the smoking France of his barbarism, still boasting that he is under arms still unrepentant of his crimes. Not that the Allies who know Germany look for any guarantee of future peace in a change of heart. They see the guarantee rather in diminution of Germany's power for war and that diminution can best be secured first by her defeat in the field and then by the transfer of Alsace Lorraine and the Polish territories to their rightful owners That and appropriate indemnities is the sort of guarantee which cannot be feigned and does not admit of repentance." The Daily News says "Prince Max is under no illusion as to the personality of the man with whom he is dealing and is well aware that any other answer than "yes" will be given the value of plain "no" and the war will follow its course accordingly."

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LAST CHANCE TO COME IN

Owing to an error in computing the amount of Liberty Bonds of the Fourth Liberty Loan to be reserved by the Navy Liberty Loan Officer for this ship, the amount reserved is $4550. more than the allotments and cash applications now on file. In other words, $46,200. worth of bonds was asked for, while the applications received total only $41,650. There is, therefore, still an opportunity for a limited number of subscriptions, and any officers or men of the ship's company desiring to take advantage of this opportunity will please notify the Supply Officer before Sunday, October 13th.

With Blushes to Coleridge

It is an Ancient Mariner,
And he stoppeth one of three.
'By thy golden braid and glittering eye,
'Now wherefore stopp'st thou me?"

'Thy mouth is free and thy canteen,
'Wherever can it be?
'Thy coat of cork cannot be seen,
'And covereth not thee.'

'Hold off! Unhand me, gold-braid Loon!'
'This is a ship,' quoth he,
'And we may meet a sub right soon,
'And sink beneath the sea.'

* * *

When rang the bell and the siren screamed
And we trooped up on deck,
Glad was I for my coat of cork,
And canteen 'round my neck.

He prayeth best who knoweth best,
That all things great and small,
He has obeyed the least behest.
He fears no siren's call.

HELLUP! PEACE! PEACE!

FRAGMENTS OF A DIARY

9th day I wish that I could buy some face powder? Funny they don't have a shop or two for us women. I want to have a hat trimmed. No consideration for us at all. Big fat man runs a little store on the front floor—ust a counter. He dont sell, he gives. That's the trouble. Never get what we want. I offered to buy today's New York American. No chance. Getting rusty on his stodk. Ought to be fired.

I've looked high and low for a hairdresser. Want to get a permanent wave. Salt water very annoying. One sailor has got the right idea. No florist aboard and nothing but water on this trip, so he carries a bunch of flowers tatooed on his arm. Gosh, it must keep the tailor busy pressing all these thousands of suits. I'll bet the laundress gets a big rake-off when troops are aboard, too. Tomorrow I must hunt for the shoe-shining parlor.

Yesterday the Captain gave us a guessing party. Kept spinning his boat like a top. Everybody had to guess what for. All answers are to be turned in to the Captain in his garret, I understand.

10th day

Heaps of games for our amusement. "Postoffice" (after sundown) seems to be the most populur. Then there's the illuminated wrist watch game. Very fascinating. Makes one feel a bit foolish if one is caught at it though. Heard one girl singing softly, "If he can fight like he can love." Wonder what she meant? Not enough fighting in Europe, the men out in the front yard must fight—in soft thick mittens—like women. They look silly sparring back and forth like chickens. I'm going to tip off one chap to hit below the belt. That'll cure them. Leave it to a woman to settle the matter. I'm getting tired of this trip now.

CAMBRAI AND ST. QUENTIN FALL

(Continued from first page)

ceau to Field Marshal Sir Douglas Haig "I just heard from Marshal Foch of the brilliant victory won over the Germans by the First, Third and Fourth Armies and I wish to express to yourself and to General Byng and General Rawlinson and all officers and men under your command my sincerest congratulations on the great and significant success which the British army with their American brothers in arms have gained during the past few days. The courage and tenacity with which the troops of the empire, after withstanding the terrific enemy onslaughts of the spring of this year, have again resumed the offensive with such decisive results, is a great chapter in our military history.

EMANCIPATED TOWNS WELCOME SAVIOURS

[Continued from page one]

desiring to surrender, but inspection through glasses showed that they were agitated civilians beckoning the British to approach. Our men were greeted with tears and laughter as they entered the village. The same moving experience awaited them at Caullery. Here again the residents who had taken shelter in their cellars for more than a week, had waited in keen suspense all last night for the arrival of the British army. When the last German had disappeared the men came up from the caves and went to the edge of the village. Our low flying aeroplanes noted them in the grey dawn waving their hands imploringly and sent back the message that they were awaiting their deliverance.

Five hundred inhabitants of Serain were rescued yesterday morning when the Lancashire territorials entered the village. I found them this morning in a ruined camp amid trenches which were the front line only a few days ago. Still dazed by their unexpected rescue and the trials they have undergone, they were happy—pathetically happy. They lived for eight days and nights in their cellars hearing the battle draw near fearing they would be killed in the struggle for the ossession of the village but comforted and encouraged by their priest who marched with them through the German bombardments when they were free, The German town major made a white flag out of a sheet, put a red cross on it and hoisted it on the spire of the church to proclaim the presence of civilians. He observed that if the English were really a civilized people they would respect it. An hour after the British entered Serain, the Germans began bombarding the village and five civilians were killed."

The Largest Circulation On The Atlantic Ocean

THE HATCHET

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Vol. 7 Somewhere In France No. 12

AMERICAN OVERSEAS FORCE NOW NUMBERS TWO MILLION MEN

Air Service and Heavy Artillery Undergo Tremendous Increase

By Radio to The Hatchet.

WASHINGTON, Oct. 12 — There are now 1,840,000 American soldiers overseas, members of the House Military Affairs Committee were informed today at their customary Friday conference with the War Department. There were also two hundred and thirty-four de Haviland planes turned out during the past week.

WASHINGTON, Oct. 12.—Congress has just been asked to increase by one billion one hundred million dollars the appropriation for heavy cannon. The enemy is being driven back and this is the best time to increase our pressure.

FIFTEEN HUNDRED AMERICANS PRISONERS.

WASHINGTON, Oct. 11. — It was officially announced today that one thousand four hundred and eighty American soldiers are German prisoners, with two hundred and twenty civilians interned and sixty-one sailors interned at Constantinople. It is estimated that over fifty thousand German soldiers are held by the Americans outside of the very large number of civilians interned here.

SHORT REPLY DESIRED TO GERMAN PEACE OFFER

The New York Herald says that the communication of President Wilson to the Imperial Chancellor was unquestionably disappointing to American public sentiment. His inquiry may have shown good diplomacy, but as Secretary Lansing declared, the real majority of the American people, especially the two million over there, wanted a four word reply, not an inquiry. Probably President Wilson's aim was to cut the possibility of the German Chancellor capitalizing his insincerity towards the German people by telling them that it will ever be useless to ask for peace on President Wilson's own terms.

THE COMD'G OFFICERS

To the Passengers:—

As we near the end of this voyage I wish to express my appreciation of the splendid way in which you have all assisted us. An epidemic is serious any place but on board ship it is not only serious but also disheartening. The crowded living spaces and the lack of means for complete isolation made the problem one of enormous difficulty. It could only be overcome by complete coordination and cooperation of all on board. This happily has been the case.

To make room for the sick, men have been moved to the decks and have made the change without grumbling. The Army—line and staff and especially the medical staff—has assisted to the utmost the surgeon of the ship and his assistants and we have been blessed with the presence of more than a hundred nurses. I wish to thank the medical staff of both the Army and Navy who worked so indefatigably for the sick.

Despite this handicap, the work of the army passengers has been excellent. The reports I have received concerning lookouts, guards, sanitation, etc., have since the first day been uniformly excellent and I must congratulate the chief lookout officer, commanding officer of troops, chief police officer, chief berthing space ofiicer, chief guard officer, sanitation officer and their assistants on the way they have performed their unaccustomed duties.

I wish you all "good luck" and hope that on our safe return I may again have you all as passengers in a time when lights are on all night and taps are never sounded on the promenades.

Captain, U. S. Navy, Commanding.

On behalf of the soldiers and passengers on board I wish to say a word of thanks to our good friends of the navy who have done so much to make our trip a pleasant and safe one. For many of us this venture across the Atlantic has been the first of its kind and I think I am safe in saying that if all trips across the ocean could be made in such good company, we woud like to take many more.

Rarely has it been our pleasure to be treated with the courtesy and hospitality which the ship's officers and crew have uniformly shown toward their passengers. We thoroughly appreciate it and if they ever ask us to come again we will be delighted. We trust that before long the opportunity may present itself for us in some measure to repay their many kind attentions.

I cannot say good-bye without a word of commendation for all those officers, enlisted men and women, who have, under the peculiar conditions which have existed, worked so faithfully and conscientiously at their allotted tasks. The fact that the voyage is terminating as it is, is due to their tireless efforts and they should always feel well repaid in looking back on work well done.

Major, Cavalry,
Troop Commander

SEVEN-MILE ADVANCE ALONG A FRONT OF TWENTY-FIVE MILES

Latest Reports From Germany Place New Line Fourteen Miles From the Belgian Border

By Radio to The Hatchet.

NORDEICH, GERMANY, Oct. 11.—German Headquarters report that in the Western war theatre southwest of Douai the enemy attacked Tortequenne in the sector south of the Scarpe. On the battle front east of St. Quentin strong attacks of the enemy against our new positions and advanced troops in the foreground have broken down.

(Explanatory note: These new positions are seven miles further towards Berlin than the one mentioned in yesterday's reports.)

Last evening the enemy stood about in the line passing from Naves through St. Vaast over the heights of Solesmes thence south by St. Souplet, Vaux - Andigny, Aisonville, to the west bank of the Oise between Origny and La Ferre.

The territory included on the allies side of this line is one of the largest areas that has been taken by any side in any battle of the war. The village of Solesmes is about twelve miles directly east of Cambrai on the north while Origny is about as far west of St. Quentin on the south. Between Solesmes and Origny there now extends a front of twenty-five miles. The regained territory therefore in the latest wonderful drive of General Haig's British - Americans has regained the territory of three hundred square miles. The new line now runs within a scant fourteen miles from the Belgian border and no stonghold of importance may be found between them.

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EDITORIAL

Ye EDS now yield their mightier pen for their trusty swords as they too bid farewell to the scattering public who have read this volume of The Hatchet, Have we appeared at times too caustic to some? Have we offended with nonsense of word or picture? Pardonnez-nous! It is our hope that these efforts have contributed to the general good spirits of all more than they have detracted from any day's pleasure of a few.

However much we may differ about that "Labor" Battalion, the office hours of field clerks, the "General" appearance of Second Lieutenants in Sam Brownes or the question of "orders" as presented in the Diary, we are beyond the possibility of a doubt absolutely united in our determination to inform Berlin that there can be no peace but an incontestably settled one.

It was announced that the mail bag would be closed at one o'clock on Saturday afternoon but our fine-hearted board of censors have agreed that it may remain open until five o'clock for Hatchets only. No WRITTEN letters need apply. But read this issue at once and slip it in.

MEMORIAL SERVICE

Some of those who embarked with us in America will go forward with us to France only in spirit. Our passage through these thousands of watery miles has been purchased at the cost of the life of comrades. At eleven o'clock on Sunday morning or whenever Church call is sounded, a service will be held in the main Mess hall, E 3, as a memorial for those who have left our ranks.

Envoi

It would be interesting to have a composite picture of the thoughts which flash through the minds of our soldiers as they embark on their great adventure. Of course these include recollections of the homes they are leaving and more or less definite ideas about the service in France they are bound for; but the navy transport life is a mystery up to the last minute. Many expect it to be a lazy life of comfort such as they have read about.

As soon as the troops get on board, however, they are given a speedy and rude introduction to their new environment. They are crowded into berthing spaces apparently deep down in the ship, and at first they find it very confusing with the strange nomenclature and the tangle of hatchways, ladders and corridors to be followed in going from their bunks to their mess rooms and to the weather decks. Also the numerous anti-submarine restrictions puzzle and fret them. All this is unpleasant enough at best, but this trip, by reason of an additional complication, has been an unusually hard one, even in these days when ocean travel is beset with difficulties.

With the troops a subtle enemy, Spanish Influenza, entered the ship. Although much was accomplished in the efforts made to search out and put ashore all suspects before sailing, they were so well disguised and scattered throughout the ship that quite a few remained on board and the numerous admissions to the sick list during the first few days caused considerable anxiety. The situation was grave: the Captain held a consultation: careful plans to combat the epidemic were drawn and perfected. Unfortunately conditions were against us. But under the scientific guidance of the Medical Department a vigorous and concerted attack was instituted and maintained. Thanks to hearty cooperation between the Army and Navy, and most of all, thanks to morale, this insidious foe was first checked then driven to retreat, and finally routed.

This, in brief, is the history of the first campaign of the troops on board, and it augurs well for their future. To be sure we have had casualties. The Grim Reaper has stalked amongst us, and it is sad that lives should be lost even before reaching the shores of France. But to our fallen all honor is due exactly as though they had died by German bullets. Those at home will know and realize that these lives were given just as truly for the honor and protection of our country as the ones sacrificed on the battlefields of France.

In connection with the campaign special mention should be made of a certain unit on board. It is proverbial that in time of sickness or distress menfolk instinctively turn to womenfolk for help and comfort. On this voyage we were fortunate to have nurses with us, and particularly fortunate to have these particular nurses. Their devotion to duty has set an example to us all. In gratitude and admiration we thank them. Our heartfelt best wishes accompany them in their future service.

It is repetition now to speak of the cordial relations which exist between the Army and Navy, grounded as they are in mutual respect and confidence; but under the circumstances of this voyage a personal touch has been given to these which cannot be expressed. We feel that we have fought shoulder to shoulder with our Army comrades, and are proud of the association.

We shall watch your course with interest and if your successes keep pace with our good wishes you will eat Thanksgiving dinner at the Rhine.

Commander U. S. Navy,
Executive Officer.

THE LAST FRAGMENTS OF THE DIARY

I'm getting tired of this trip. No chance to spend money. Oh, you little old Paris!

Noticed powder on a Naval coat today. Wasn't gun powder, either. This ship is like any small town in Maryland. Got everything but what one wants. The late magazines have not arrived yet. That husky "Y" man tries to excuse it on the ground that the aeroplanes are delayed in distribution. Then made some awful pun about ground and aeroplanes. That I should live to laugh at a pun! Anyway, everybody laughs on shipboard, if only at each other.

Now that I'm settled comfortably I hear we're soon to be put off. More orders. These naval people want to boss the whole world. They invited us out for a boat-ride and then throw us out. Well, I should worry. I'm like the Irishman (Mallon, I think it was of the birthday cake!) I'm never so much at home as when I'm abroad. It would be a good joke on the Navy if we tore up our return tickets and never went back on their old boat. Well, it will soon be Good-bye Shipmates, Hello France. This has been a wonderful experience (except for ORDERS). I feel like the darky on the scaffold whose last words were: "Ge'mun, this will be a big lesson to me."

If I've said anything I should be sorry for I'm glad of it and willing to be forgiven. All good to each of you until—THE DAY. Peace be with thee.

VOLUME VIII

Major L. Miller Kahn, M. C., of Evacuation Hospital No. 28, was the only one on the ninth trip of the *George Washington* to render extensive assistance to the ship's chaplain in "The Hatchet." A. J. Murphy, of the naval overseas detachment, also aided to some extent.

On this trip were carried the 16th Infantry Brigade Headquarters, the 7th Trench Mortar Battalion, Service Park Unit 448, Base Hospitals 108 and 28 and the October Automatic Replacement Draft.

It should also be noted here that after the previous trip Captain Ward K. Wortman and the executive officer Lieut. Cmdr. C. C. Gill, were detached from the ship to be succeeded by Captain Edward McCauley, Jr., and Cmdr. F. M. Perkins respectively.

The eighth volume was primarily a news sheet recounting the exceptional events in the theatres of war on the days on which the ship was at sea between October 31st and November 8th. This was the final trip on which troops were carried to France and before the last of them had disembarked at Brest the armistice had been signed on November 11th.

The technical work of this volume was carried on very smoothly by the ship's printers, assisted by E. G. Tillman, W. D. Lee, H. McKillips, Wm. Whittle, P. J. Curran, C. L. Dunning, R. V. Ingram and W. C. Klapp.

The ship left Brest at 5:30 p. m. November 11th with nearly five hundred wounded and crippled on board and homeward bound, showed all lights at sea for the first time, the seas being free from submarine danger once more after an interval of nearly four years. The Statue of Liberty again welcomed the returning ship on November 19th.

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THE HATCHET

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Vol. 8 Friday, November 1, 1918 No. 1

THE PRIVILEGE OF THE LAST OVER

For many, if not all of us, the sailing of this transport from home shores marks an important moment in our lives.

With the sudden collapse of the enemy allies, and peace notes passing freely between the Central Powers and the United States, those left behind have had many fears lest they would not get their chance for service overseas. The desire to get abroad is a most natural one. The privilege to actually sail is one duly appreciated by those on board -- or should be. We are on our way!

So far as actual fighting is concerned the war may be over before we land. But a chance for service, hard and possibly irksome, will be ours. We will be the last over and possibly the last back. In the meantime we will be judged by our appearance, our discipline, and our state of preparation to meet the problems that will come to us.

We are fortunate in being assigned to this ship. Let us show our appreciation by doing all we can to make things easier for our Naval conferees by complying with orders.

General B.
Troop Commander.

BRITISH-FRENCH-AMERICANS ADVANCE RESPECTIVE FRONTS

LONDON, OCT. 31 -- The British have launched a new attack today east of Courtrai gaining all objectives and taking a thousand prisoners, Haig reports tonight. Unofficial reports say that the French have launched another big smash against the foe in Belgium. The Americans have taken Bellejoyeuse Farm and the southern edges of the Bois de Hooes encountering little machine gun opposition. On Wednesday sixty-four enemy planes were destroyed and sixteen driven down out of control on the western front.

AUSTRIANS SURRENDER INVADED LANDS IN ITALY, SERVIA AND POLAND

APPRECIATION AND GREETINGS

Before coming to this good ship, I had heard much about her and all that I heard was good. Fine things have been said about the ship's company. I am glad to find that it is all true and I am proud to take command. The Hatchet is capable of many greater things than cutting down cherry trees, so we must continue to keep our Hatchet bright and free from rust.

I take this opportunity to congratulate Captain Pollock and all of you for what you have done, and Captain Wortman for carrying it on. I am much pleased that it has been passed on to me.

I hope The Hatchet will help make our Army brothers feel at home. It's their paper as well as ours and, like everything else we have, we are glad to share it with them.

My message to the Navy men on board the ship is that I am very happy to be one of them, and to the Army men, that we are delighted to have them with us not only as passengers but as our shipmates.

Edward McCauley, Jr.,
Captain, U. S. Navy, Commanding.

FOCH'S TERMS REACHED BERLIN ON TUESDAY

LONDON, OCT. 31. -- Marshal Foch's terms for an armistice arrived in Berlin on Tuesday night, according to the Vossische Zeitung of Berlin, says a Copenhagen despatch. There is a strict censorship over the action of the Allied representatives in session in Paris but the reports in official quarters say that the preliminaries have been concluded and the important discussions are begun. The scope of their deliberations have not been made public. Bonar Law made the trip by air today to join the discussions.

Turkish - British Military Armistice Effective Yesterday Dardanelles Opened

By Radio to The Hatchet

LONDON, OCT. 31, — The Austrian commander on the Italian front has applied to General Diaz for an armistice, says the Exchange Telegraph Company. More than 50,000 Austrians have been captured by Italians.

It was announced by the Austrian War Office today that because of their desire for an armistice and peace, Austrian troops fighting on Italian soil will evacuate the occupied region. It was also announced that in Serbia they have completed crossing to the northern bank of the Danube and that they are marching rearward to the Save and Drina. [This may mean the evacuation of Belgrade, the capital of Serbia]. The Polish Government at Warsaw hss been notified that the military and civil authority of occupied territory will be handed over to them and that Austrian troops will evacuate immediately.

LONDON, Oct. 31, — The Czecho-Slovaks have repudiated absolutely the authority of the Austrian Monarchy and have set up their own State in Bohemia. A despatch from Zurich states that they have cut all railways between Berlin and Vienna via Orderberg and Rodenbach.

WASHINGTON, OCT. 31.— The President has informed the Turkish Government that their appeal for an immediate armistice has been referred to their enemies. The following is the text of the official note transmitted through the Spanish Ambassador.

To His Excellency, Senior Don Juan Rialno Gayangos, Ambassador of Spain.

Department of State, Washington, Oct. 31, 1918. Excellency: I did not fail to lay

Continued on Next Page

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EDITORIAL

PEACE AT ANY PRICE is the position of The Hatchet. We don't care how heavy a price the Hun will have to pay for it.

In the mean time the greetings of the paper are extended to all our new friends who are going over to collect the Hun Bill. We want you to be the best little bunch of collectors in the market.

To this end these columns are filled with the very latest radio news of events and conditions in the worlds on either side of us, and such other articles and quips as carry on the ship's daily life.

Anyone who can add to the general good spirits of all through The Hatchet should turn in his contributions without delay. But more especially should officers who have done literary or newspaper work, present themselves to assist in its publication.

Yours to find reimbursement for that Fourth Liberty Loan somewhere near Berlin.

FOR ROMAN CATHOLICS

The Chaplain with one of the troop organizations on board for this trip, is from the Roman Catholic Church. Hours when Mass will be celebrated will be announced later. Room 131, on the starboard side of "D" deck has been set aside for a confessional and he will be there daily to meet any member of the troops or of the crew.

AUSTRIANS SURRENDER INVADED LANDS IN ITALY AND SERVIA

Continued from first page.

before the President the note which you addressed to him on the fourth instant, and handed to me on that date. Acting under the instructions of your government, you enclosed with that note the text of a communication received by me from the Secretary of Foreign Affairs of Spain, on Oct;, 12th, in which the good offices of the Government of Spain were sought to bring to the attention of the President, the important request of the Imperial Ottoman Government, that he take upon himself the task of the re-establishment of peace. He has notified all belligerent states of the request and invited them to delegate plenipotentaries to initiate negotiations, the Imperial Ottoman Government accepting as a basis for the negotiations, the program laid down by the President in his message to Congress of January 8, 1918 and in his subsequent declarations, especially his speech of September 28, 1918.

[Signed] Robert Lansing.

LONDON, Oct. 31,—Turkey has agreed to an armistice which took affect at noon today according to information received by Reuter's Agency. Great Britain has officially received definite peace proposals from Turkey that are regarded as tantamount to unconditional surrender.

General Townsend, the British Commander who was captured at Kut El Amara several years ago, was liberated a few days ago in order to inform the British Admiral in command at Igne, of Turkey's desire for an immediate armistice. The armistice which was granted by the Admiral and which went into effect at noon today provided for the free passage of the Dardanelles by the Allied fleets, the immediate repatriation of British prisoners. Other terms include the occupation of the Bosphorus and the Dardanelles to insure the safe passage of the Allied fleets through the Bosphorus to the Black Sea, the Allied military supervision of the demobilization of the Turkish army and the delivery for trial by the Allies of all persons accused of violating the rules of civilized warfare. It was officially announced that the entire Turkish force operating against the British on the Tigris, seven thousand strong, has surrendered.

HASH ! ! !

A little bit of everything; hash is not made, it accumulates.

The Master-at-arms is looking for the man who complained of the upholstery in his sleeping quarters. When yuh "cork off" on the deck, whadyamean "soft pine preferred"?

I never saw a purple cow,
I never hope to see one.
But from the color of our milk
I know that there must be one.

'Gwan, we ottah be thankful it doesn't taste salty!

All persons jumping ship after passing the 70th meridian will be severely dealt with.

It looks like rain, but the cooks insist it's soup.

Sentry---Who goes there?
Voice---Corporal of the guard.
Sentry---Oh, hello Red, what do I say next?

It is reported un-officially that the ship's cat is resting in the feline division of Davy Jones' locker. When last seen she was heading for shore with three lives to spare.

All men who have trouble in keeping their balance will be given pocket Gyroscopes.

LOCATION OF CANTEENS

The men with a lot of money in their pockets have doubtless already found the several canteens on the ship, but for the information of others who have less of a detective sense, the following will be useful to know.

Officers' Canteen, B deck aft on the port side; open 9:00 to 11:00 a. m. and 1:00 to 4:00 p. m.

Troops' Canteen, E deck at the foot of the forward and after ladders; open 10:00 to 12:00 a. m. 1:00 to 3:00 and 6:00 to 8:00 p. m.

Crews' Canteen, near Small Stores forward: open one hour after each chow.

The "Y" Headquarters are located on D deck amidships. Nothing is sold here, but all sorts of games, books, magazines, scriptures, writing materials, general information etc., can be had for the asking.

The Largest Circulation On The Atlantic Ocean

THE HATCHET

Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 8 Saturday, November 2, 1918 No. 2

DISCIPLINE DEFINED BY A DISCIPLINARIAN

Discipline is often talked of, but not always understood. Discipline is a habit of mind. The sooner it is acquired by each individual, the better it will be for all concerned. This is particularly true on board ship.

A disciplined soldier will not throw refuse on the deck or under his bunk because he knows that it is against orders. He will not make dirt because that will cause somebody extra work and probably punishment—to say nothing of endangering health.

A disciplined soldier knows what his duty is, where it takes him and how to do it. Therefore it behooves each and every one on board ship to know where his station is and how to get to it as well in the dark as in the day. It may be necessary to abandon ship, so each must be willing and anxious to do his part to prevent loss of life, should this emergency arise.

A disciplined soldier knows that cleanliness is most important—cleanliness of person and of quarters. Nothing needs more emphasis than this, and nothing else will be more insisted upon. Keep sleeping quarters clean! Throw nothing on the decks, in the scuppers, in latrines or under bunks! Dispose of refuse in the garbage cans provided therefor! No one can help you more than yourselves. Let each man constitute himself a policeman! If he discovers a man of his organization doing anything to litter or dirty up the places referred to, get after him and make him clean up! If he doesn't do it report him! Otherwise the whole company will suffer. Besides an epidemic may start and many lives will be forefeited needlessly. Get thoroughly indoctrinated with my ideas on the subject of cleanliness and thorough police and much trouble will be avoided.

A disciplined soldier will read regulations, know them, and then comply with them. Men cannot be expected to do what they are not properly instructed in. It is the officer who must know before he can teach and it is the officer who must be disciplined first for infractions of rules and regulations.

General B.

EXTENSIVE ALLIED MOVE RENEWED ON WEST FRONT

Americans Capture Three Thousand Prisoners — Canadians Do As Well in North

By Radio to The Hatchet

PARIS, Nov. 1,—The American troops successfully attacked the German positions northwest of Verdun today and advanced between three and four miles on a seven mile front. At least a dozen villages were captured and three thousand prisoners were taken. Soon after noon the Americans passed Imecourt and Bayonville, stormed Andevanne and cleared Bois des Loges.

LONDON, Nov. 1,—The French and American forces attacked the German positions east of Attigny and west of the Meuse, on a wide scale. A local attack yesterday by the British and French was most successful. The enemy lines were penetrated to a depth of three and four miles on a twelve mile front between the Scheldt and the Lys.

PARIS, Nov. 1,—General Gounard's Army attacked this morning on a six mile front between the Aisne and the Argonnes with the First American Army fighting on the immediate right, the objective being the Argonne Forest.

LONDON, Nov. 1,—English and Canadian troops have advanced on a six mile front south of Valenciennes. Between two and three thousand prisoners have been taken and the advance is continuing. South of Attigny the Americans have started an offensive on a twelve mile front. Several small villages have been taken and also many prisoners.

DELIBERATIONS BEGIN AT VERSAILLES

VERSAILLES, Nov, 1. — The representatives of the Allied nations gathered here today to begin their deliberations over the terms of armistice and peace. The Supreme War Council met shortly after noon. Their deliberations are proceeding with complete privacy, A heavy guard is being employed to keep the crowds back and is permitting no one without full credentials to pass.

PARIS, Nov. 1. — The Inter-Allied Diplomatic Council meetings will not end before Sunday is the belief here.

AUSTRIANS ROUTED IN ITALY AS DIAZ SENDS ALLIED TERMS

By Radio to The Hatchet

ROME, Nov. 1,—It is understood that the terms of the Allied nations for an armistice with Austro-Hungary are now in the hands of General Diaz, the Commander of the Italian forces.

LONDON, Nov. 1, — General Diaz has handed the armistice terms to the Austrian Commander today according to the Evening Star. The terms will be made public tomorrow. The rout of the Austrian armies on the Italian front continues says the official reports. Their lines are moving forward so rapidly that it is impossible to indentify all the towns that are being retaken or to make actual count of the prisoners. The number of the prisoners is increasing hourly.

Sixty thousand Italians who were held by the Austrians to work on the defenses in occupied territory have been released and over seven hundred captured guns have been counted. The Austrians are in full retreat on the entire front and the Italian armies on the two wings are about to unite. It is impossible to forsee where the few enemy divisions that escape will stop running.

LONDON, Nov. 1,—The Austrian fleet at Pola, their naval base on the Adriatic has surrendered to the Southern Slav Council, says a Central Agency despatch.

COPENHAGEN, Nov. 1,—According to Hungarian reports the sailors at Pola have mutinied and seized the warships there.

SALONIKI, Nov. 1, — The French and Serbian cavalry have reached the outside defences of Belgrade, the capital of Serbia, says the official communique tonight.

COUNT TISZA ASSASSINATED

COPENHAGEN. Nov. 1,—Count Tisza the former Hungarian Premier has been assasinated, according to a Budapest telegram today. The Count was a victim of a revolver shot while out walking. He was long a storm center in Hungarian politics and a trouble maker. It has been charged that he was one of the four men responsible for the war and that the instigated the assassination of the Archduke as an indirect cause of the War.

An unsuccessful attempt was made to kill him on October 27th.

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EDITORIAL

Yesterday's radio contained an account of the convention of the American Manufacturers' Exporting Association. It represents nearly one thousand trade concerns with a financial backing of fifty billion dollars. At its meeting the following resolution was adopted:

"In recognition of the heroism displayed and the sacrifices endured by France and Belgium in protecting civilization from the foe which attacked their industries while it overturned their fields, be it resolved by the exporting manufacturers of America that they hereby pledge themselves to every possible association for the rehabilitation of Belgium after victory has been achieved. Hundreds of American soldiers now in France may fit themselves to assume the responsibilities of becoming the nation's commercial representatives abroad in the future."

A second resolution was passed to utilize at the earliest possible moment the offices of the War Camp Activities Associations, to give to the agencies connected with the military establishment at home and abroad, an education for the conduct of foreign trade.

America's unselfish task will not be finished when the enemy has been driven to evacuate French and Belgium territory. The re-creation of living conditions in the devastated regions for the wrecked population will be a task in which American wealth and men can greatly aid. To accomplish this, no mean commercial enterprise will have to be attempted, and this with no thought of exploitation.

Is it not most fitting for both France and America to look to those who have fought over these lands, to establish this bond of mutual commercial interest.

SOUP ! ! !

Well watered and flavored. Soup is not made, it is drawn.

"An Iron Cross!" Well I guess not.
'Twould be of precious gold
If I could grab old Kaiser Bill
With some firm strangle hold.

My breast would not be wide enough
For medals won in France,
In fact I think they'd have to pin
A few upon my pants.

In every park and museum
My statue could be seen
If I could take a club and soak
The Kaiser on the bean.

"DRAWN"

Proceedings of THE PALEFACES

After a careful gastric analysis of the situation was made the meeting was called to order. All those in favor of getting off this ship in France signify it by the usual sign—the cheering is entirely too loud.

Proposed: To exchange the entire ocean for an acre of solid ground. Amended to read that this ad be inserted in the N. Y. Real Estate Journal. Passed.

A vote of censure was passed for the originator of the idea that there are no passengers aboard this ship.

Adjourned to meet at the rail.

Some men think the Y. M. C. A. is a Y. M. A. C.

Said a certain young man we all nough
"I wonder what makes us rock sough
I know it's real tough
That the water is rough"
Then he stood at the rail and said "Ough"

SUNDAY'S SERVICES

Mass will be held by Chaplain McD. of the Army,
for troops, in the main mess hall after Abandon Ship Drill on Sunday morning.
for the Crew and Naval Overseas Detachment, in Crew space F 4 at 6:15 a. m.

Protestant services will be held by the ship's chaplain,
for troops, in the main mess hall E 3 at 1:00 p. m.
for the crew and Naval Overseas Detachment in Crew space F 4 at 7:15 p. m.

TURKEY'S SURRENDER ABSOLUTE

By Radio to The Hatchet

LONDON, Nov. 1,—Lord Robert Cecil announced in the House of Commons today that the surrender of Turkey was complete and unconditional.

WASHINGTON, Nov. 1, — The terms of the Turkish armistice which were made public last night, are like those forecasted. A copyrighted despatch to the London Star says that British negotiations with Turkey regarding peace have been going on for two weeks. The Turks insisted on absolute secrecy because of a profound distrust in their former German ally. The actual strength of the Germans who are holding the former Russian fleet in the Black sea, and the German garrison which is manning the guns guarding the Dardanelles is now known and verified.

LONDON,Nov. 1,—The Allied attack on Germany on the east was foreshadowed by a member of the British War Cabinet today in a speech at the American Officers' Club. He said that the British had been assembling ships at the mouth of the Dardanelles for some time and he understood that vessels had already started through the straits.

KAISER'S ABDICATION EXPECTED

COPENHAGEN, Nov. 1,—Rumors of the Kaiser's abdication have been premature but the question was discussed at the last meeting of the War Council, says the Berlin Vossische Zeitung. It adds that the former Vice Chancellor has left for the front on an important mission for Chancellor Maxmillian. It is generally supposed that he will present the Emperor with the abdication document. A message from Berlin says the Emperor has left for the Grand Headquarters. There is an outbreak and panic among the population in the Rhine provinces arising from the report that the authorities were prepared if necessary, to allow enemy troops to occupy Coblenz.

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EIGHTY THOUSAND AUSTRIANS CAPTURED BY ITALIAN ARMIES

Trieste Invites Allied Fleet
Austrian Ship Sunk at Pola
Skoda Gun Plant Taken

By Radio to The Hatche

ROME, Nov. 2,—The War Office announced today that eighty thousand prisoners and sixteen hundred guns had been captured in the Italian offensive to date.

LONDON, Nov. 2,—The advance of the Italians is unabated as they drive the Austrian army in a route from Lake Garda to the Piave. The enemy is fleeing northward leaving thousands of prisoners and hundreds of guns behind them. East of the Piave the Allied troops are pressing toward the Tagliamento along the entire front. It is reported that the Austrians are evacuating Udine. The Fourth Army passed the Austrian frontier in the Sugana Valley yesterday.

BASLE, Nov. 2, — The committee of Public Safety at Trieste, alarmed by the sudden arrival of fleeing Austrian soldiers from the Italian front sent a torpedo boat to Venice to ask the Commander of the Allied fleet to occupy Trieste. The request was granted and the force is expected there today.

ROME, Nov. 2, — The Italians have entered the harbor of Pola, the Austrian Naval Base, and sunk the Austrain battleship "Viribus Unitis" the flagship of the fleet. It was the work of a navy "tank" which was manned by two officers who were captured.

PARIS, Nov. 2,—The great gun plant of Austro-Hungary at Skoda was taken over by the Czech National Committee says a dispatch to the Matin. All the German workmen have been discharged.

Sunday Thoughts

TRIALS AND SUFFERINGS

A common heritage of mankind is to suffer. Experience teaches us this fact. We all may soon see this truth verified. We may be called upon to bear trials and tribulations without the consolation of our dear ones.

This thought must not depress us, for temporal afflictions are frequently blessings. They ought to draw us nearer to God. They ought to make us better men. Prosperity and worldliness often cause us to turn away from our Creator.

Let us be prepared to bear cheerfully whatever the future has in store for us. We can become heroes though we may never enter a battle zone, by bearing courageously the crosses we must carry. "You shall be made sorrowful but your sorrow shall be turned into joy."

Americans have red blood in their veins, and to merit the title "Brothers of French and Belgians" we must practice the virtues of courage and invincibility so heroically exercised by them.

Chaplain McD.

Said Bill "I wonder why Herr Pershing doesn't try To change his name to Pushing."

VALENCIENNES FALLS TO CANADIANS AT END OF DAY'S FIGHT

Tournai and LaQuesnoy Next
Americans Bag Vast Supplies and Many Prisoners

By Radio to The Hatchet

LONDON, Nov. 2, — Valenciennes has been captured by the Canadians and Haig's men have pushed beyond the village of Marley and entered St. Saulve. Tournai is within grasp while in the south, La Quesnoy is threatened. In Belgium the British, French and Belgians are continuing their successes which were recorded yesterday.

LONDON, Nov. 2,—Before the American troops the stubbon Germans have suddenly given way. More than sixty cannon, scores of seventy-sevens, dozens of bigger guns, hundreds of machine guns and vast quanti ties of ammunition and war materials were taken today and yesterday by the Yanks.

NORDEICH, Germany, Nov. 2, — The German Army Headquarters report the situation as unchanged on the Lys front. In the last battle the Bavarian Infantry after a strong fire directed against them, evacuated their lines. The enemy followed after them and stood in the evening north of Deynze and west of the Scheldt, in fighting touch with our advanced posts. South of Valenciennes the English attacked with strength. Near Aulnoy the enemy forced his way into our line and thrust forward to the south margin of Valenciennes reaching to Saultain and Preseau. Attempts of the enemy in the afternoon to take Valenciennes by storming it from the west over the Scheldt and from the south broke down. In the night we have evacuated the town undisturbed by the adversary army.

ST. JOHNS, Newfoundland, Nov. 2,— In air fighting on November first, three German machines were shot down and seven driven down out of control, as well as two enemy balloons. Ten of our machines are missing.

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EDITORIAL

The wonderful General Foch has three principles of action. The adherence to these principles is what is bringing to him his remarkable success. They can be expressed with three letters into a very significant word which all can understand — PEP!

And what is PEP?

Preparation! Execution! Profit!

This can be applied to all on board. Prepare by finding out what is wanted and what is required. Execute by carrying these things out strictly and advantageously. Profit by having a clean ship, healthful conditions and the commendation of our superiors. Then we will be marked as efficient and disciplined soldiers and good details will be given ours over there.

General B.

BREVITIES FROM AMERICA.

NEW YORK, Nov. 1, -- A. Paul Keith, President of the Keith Vaudeville Circuit died today.

WASHINGTON, Nov. 1, — The Fourth Liberty Loan was nearly one billion dollars oversubscribed. The Treasury Department announced that the final reports shows a total of $6,866,416,300. Twenty one million persons bought bonds, one in every five of the nation's population.

France was granted a new credit of $200,000,000 by the United States. The American loan to France now totals $2,365,000,000 and the total to the Allies is $7,732,976,000.

MESCALERE, ARIZ., Nov. 1,—Robert Geronomo, the son of the famous Apache Chief has entered the United States Military Service.

SUCCOTASH

Peas and Beans

For the benefit of Land-Lubbers who wonder why we are flying the five of clubs at the foremast we will say that it shows that this ship is the guide ship.

They call a soldier a private, and then they put a million of them in one berthing space. We don't see anything private about that.

First Soldier: "Parle Voo Duetsch?"
Second Ditto: "No I don't speak Yiddish"

The canteen is the only place on board where you can spend something else besides the evening.

Said the Doctor

I've learned new terms and I've learned new germs
Till I thought the worst was over.
But I came on this ship and my bean took a slip
And my mind became a rover.

I don't know a poop from a mizzen-sloop
And I can't tell a hatch from a boom.
But what gets my goat on this here boat
Is: where in hell is my room?

The Difference

A love sick lad can be made glad
By a letter from her hand.
But a sea sick lad can be made glad
Only by sight of land.

THE LAST LONG MILE

KING BORIS FOLLOWS FATHER'S ABDICATION

COPENHAGEN, Nov. 2.—King Boris, of Bulgaria, who took the throne on October third, has abdicated. A peasant government has been established at Tirnova under M. Stambuliwsky, the leader of the peasants and the agrarians, who is reported to be in command of an army of forty thousand.

TURKEY IN ANARCHY.

AMSTERDAM, Nov. 2.—A state of anarchy is prevailing throughout Turkey according to a report of the Armenian Correspondence Bureau. Hundreds of thousands of deserters are subsisting by robbing the population and Constantinople is declared to be literally famished and impatiently awaiting the arrival of the Allied forces.

KAISER LIKE A BAD PENNY.

PARIS, Nov. 2, — Emperor William is persisting in his refusal to abdicate, according to advices received here. He took refuge at the German Grand Headquarters immediately after the meeting of the War Cabinet at which the abdication question was raised, says a Zurich despatch. It seems to indicate that his obstinacy is causing a bad impression on Berlin political circles.

LONDON, Nov. 2, — The Bavarian Premier has notified Berlin that the Bavarian royal family will claim the Imperial throne in case the Kaiser abdicates, says a Hague report. The reigning Bavarian king is Ludwig Third.

PARIS, Nov, 2, — In heavy type the Temps today prints the following despatch from Geneva: The abdication of William II may now be considered as an accomplished fact. The official publications are being delayed for an opportune moment.

WASHINGTON, Nov. 1, — General Crowder issued a call for eleven thousand men for the navy to enter training on November 9th. Voluntary induction is permitted to November 5th.

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AUSTRIA LAYS DOWN ARMS AT THREE TODAY

Italy's Terms of Armistice Accepted and Signed - Hostilities to Cease Immediately - Conditions Will be Published Later - Austrian Prisoners Now Number Over One Hundred Thousand

By Radio to The Hatchet

PARIS, Nov. 3.—News arrived of Austria's acceptance of the terms of armistice proposed by Italy under which hostilities are to cease immediately today. They were received by the members of the Allied Conference and considered as increasing the weight which will force Germany to surrender and give general satisfaction.

Italian forces and those of Italy's Allies in their drive in northern Italy have captured one hundred thousand Austrians and more than two thousand two hundred guns. The official statement from Rome announces that the Italians have occupied Roverto, only thirteen miles from Trenkte. Victor Emmanuel of Italy is visiting the towns just liberated from Austrian control and is being joyfully received by the people.

The official statement from the Austrian War Office today announced the signing. In the Italian theater of the war our troops have ceased hostilities on the basis of the armistice which has been concluded. It is admitted that the conditions of the armistice will be published in a later communication. Other official information is that hostilities are to cease under the terms of the armistice at three o'clock tomorrow afternoon.

ACCORD AMONG PEACEMAKERS

PARIS, Nov. 3,—The representatives of the Allied nations who are deliberating in the Supreme Council at Versailles on the terms of armistice that will be submitted to Germany as a basis of peace, met today in practically full accord on practically all the points under discussion.

GERMANS WITHDRAW BEFORE AMERICANS ON VERDUN FRONT

British Troops Advance Back of Valenciennes - Tremendous Captures in Three Months

By Radio to The Hatchet

On the Verdun Front, Nov: 3—The Germans are continuing to retreat all along this front offering only a feeble resistance. Stenay, an important railway center four miles from the American front has been so harrassed by our fire tnat it has been rendered almost useless to the enemy.

DARIEN, Canal Zone, Nov. 3, — In a communique which was received on Sunday morning the Americans claim four thousand prisoners and one hundred and ninety two officers including two battalion commanders and their staff. Sixty three guns are among the booty together with a Bavarian battalion of artillery, its horses and personnel complete. In the course of the night we have taken the villages of Croix aux Bois and Livry. The enemy resistance has increased, particularly in the Argonne. To the material abandoned today by the Germans in the course of of their withdrawal and which fell into our hands, must be added fourteen cannon of which some are of big calibre.

LONDON, Nov. 3.—The British troops have swarmed and taken the steel works held by the Germans southeast of Valen-

(Continued on Second Page.)

ARMY AND NAVY SUBSCRIBE LARGELY TO LIBERTY LOAN

Other Brevities of Interesting Events in America

WASHINGTON, Nov. 3, — Brig. Gen. Herbert M. Lord in charge of the Fourth Liberty Loan for the Army announced that the total subscriptions of the Army at home and abroad amounted to $75,540,550. Of this General Pershing reported that $7,400,500 was subscribed by the American Expeditionary Forces in France. The combined subscriptions of the Army territorial forces, the members of the military establishment at home, and of the Navy amount to $128,000,000.

BOSTON, Nov. 3,—The will of Paul A. Keith, the president of the Keith Vaudeville Circuit provides that practically all of his theatres are to go to his associates. Half of his estate is to go to Cardinal O'Connell of the Roman Catholic Church. The other half is given to Harvard University after certain bequests have been paid.

WASHINGTON, Nov. 3,—The Subsistence Division of the Quartermaster Corps of the U. S. Army has arranged to ship about 22,000,000 pounds of boneless beef and pork to France monthly in refrigerator ships.

NEW YORK, Nov. 3, — "Chief" Meyers, the former catcher of the New York National League team has joined the Marines and was sent to a southern training camp.

BOSTON, Nov. 3, — Jack Barry, the former captain of the Boston American League team is in the hospital after a fall down the stairs at Harvard University where he was studying at the Officers' school.

CHICAGO, Nov. 3, — The Washington American League team reports ten players in the Army and four in the Navy.

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A large number of men are gathering every evening in the main mess hall E-3 to listen to the orchestra and to join in the songs lead by the "Y" man. We're printing these two songs in the Hatchet, at their request. Bring this Hatchet along when you come to sing.

GIVE A LITTLE CREDIT TO THE NAVY

Give a little credit to the Navy.
We took the boys across
Without a single loss.
Every soldier is a fighting bear
But don't forget it, give us credit
We took 'em over there
Mothers of soldiers,
Sweethearts and wives
We'll take care of your boys
Though it cost us our lives.
So give a little credit to the Navy
The Navy will do its share.

ON THE OLD ——— ———

We go on merrily
Sailing over the sea
To the land of war and chance
We take over the boys
Take them far from their joys
And their homes to sunny France
We're a darn happy crew
And we know what to do
To make the boys forget their blues
And when the fight is won
And we've beaten the Hun
We'll bring them back and they'll be happy too.

Chorus

On the old U. S. S. — — — — — —
Forever may she reign
Supreme in her happiness
And may sunshine always remain
She'll do her bit with song and wit
To cheer her boys along
And if we work as one
It will all be fun
On the old — — — — — — — —

FISH ! ! !

Suckers and "Herren"

Mary had a little lamb
I've often heard it said
But I think the lamb that Mary had
Was on a slice of bread.

Sojer—What's that thing?(pointing to a mine sweeper).
Salt—Why that's a patent fish hook.
Sojer—'Sthatso? How do you fish with it?
Salt—Use whales for bait.

There was a young soldier named Lee
"I'm happy" he shouted with glee.
"I should worry or grieve.
With M. P. on my sleeve
I can punch anybody I see."

"SECURE"

Oh! a moving ship's a merry thing
Sing ho! the jolly sailor I am not.
The bounding blue may be for you
But it's for me poetic rot.

For a bugle call that's known to all
The sailors, but not to me
Makes a shiver fine run up my spine
And moves me fearsomely

So I take no chance, just begin to dance
Though the bugles spoil the trip.
Every noise I hear, and I keep an open ear,
All mean but Abandon Ship.

Negro Sergt: "Say boy! can't you right 'bout face? Watch me! Fust you put your right toe six inches back of your left heel then you just naturally OOZE 'round."

A RECENT COMPOSITE PORTRAIT IN WHICH MAY BE RECOGNIZED MANY OF YOU-R FRIENDS

BRITISH TROOPS ADVANCE BACK OF VALENCIENNES

(Continued from First Page.)

ciennes and have captured the village of St. Saulve in two days' fighting. The British have bagged five thousand Germans and forty guns. The French official statement says that the Germans are retiring in the Argonne forest northwest of Verdun. The American aviators have reported that the Germans to the east of the Meuse appear to be in full retreat. They say that all roads running northward were choked with troops and trucks.

QUARTERLY REPORT OF ALLIES

PARIS, Nov. 3,—Since the great offensive began last July, the Allied armies have captured 362 guns and 350,000 prisoners, including 7,990 officers. They have also taken from the enemy 6,270 cannon, 38,622 machine guns, and 3,907 mine throwers. In October they captured 108,343 prisoners.

TRENCH FRENCH

A course in our best trench French will be given from day to day provided the editor will stand for it. The following course is (as you will notice) vastly superior and entirely different from all other dissimilar methods.

First: Announce carefully to each person you address "I am now going to speak to you in French." That will put you at your ease, and if they understand English you may at once begin to speak.

Second: "Yes" in French is expressed by a vigorous nodding of the head from above downward and in the reverse direction, i. e., from down upward. This may be repeated several times. This is a little premature, for until you take the twenty-seventh lesson (if then) you won't understand what is being said to you.

Third: The same general remarks apply to the word "No" in French. This word need not be uttered. Merely tossing the head wildly from (pardon our nautical terms) port to starboard and then back again finally coming to the original position, will do. N.B.! Do this very little in France for it is our rule to refuse nothing.

Be careful to keep your hands to your sides until after Lecon Cinque.

End of first (and probably the last) Lecon.

CAPTAIN EDWARD McCAULEY, JR., U. S. NAVY

Commanding "The President's Ship" since October 26, 1918, was born in Washington, D. C., August 13, 1875, appointed to the Naval Academy, October 8, 1892, and commissioned Captain, February, 1918.

He attended the Queen's Jubilee in 1897 on the U. S. S. *Brooklyn*, and was signal officer on the staff of Rear Admiral Schley during the Spanish-American War. In 1901 he served on the Presidential Yacht during the term of the late President Roosevelt. Later he had command of the U. S. S. *Chester*, and then the U. S. S. *Scorpion* at Constantinople in 1913.

Two years later he was Executive Officer of the U. S. S. *Rhode Island*, and from there he went to the office of Naval Intelligence.

During the summer of 1918 he accompanied the Assistant Secretary of the Navy, Mr. F. D. Roosevelt, on his historical trip to the American Squadron with the British Grand Fleet, to the Mine Laying Squadron, and thence to the trenches in Flanders and France. Shortly after returning from this trip he was ordered to command the *George Washington*.

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BRITISH REACH BELGIAN BORDER AT VALENCIENNES

Gain of a Mile on Thirty Mile Front Artillery Duel on Aisne—Italians Continue Advance

By Radio to The Hatchet

LONDON; Nov. 4.—The British have attacked on the front from Valenciennes to the Oise. The French are also attacking on both sides of Guise. Both attacks are proceeding favorably. An unofficial report states that the passages of the Sambre and the Oise have both been forced by the British who have reached the line of the Aunelle River which is on the Franco-Belgian frontier four or five miles east of Valenciennes. Any success at this point of the line is bound to seriously affect the German lines in the Ardennes. In the north the enemy is being pressed back on Ghent, and they are now back across the Terneugen Canal. This is a short canal though a serious obstacle. The allied attacks south of Valenciennes and between the Scheldt and the Sambre which are now being carried out, will probably turn the natural obstacle formed by the canal.

The French report that the enemy artillery was kept continually active during the night on the whole of the Aisne front. News of the British-French attack on a front of thirty miles between Guise and the Scheldt east of Valenciennes, indicates an advance of between one and two miles along the greater part of the whole front. The Franco-Belgian frontier has been reached as far as Valenciennes. During the month of October, the First Army on the Oise front took more than ten thousand prisoners, more than fifteen hundred machine guns, and also a number of heavy guns.

LONDON, Nov, 4,—Lord Caven, commonding the Third Army on the Italian front reported this morning that yesterday the Tenth Army reached the Tagliamento River from the neighborhood of St. Vito to the north of Spilembergo. The river was crossed at several places. The number of prisoners taken during the last forty eight hours is too great to be enumerated but it is estimated to reach to twenty thousand, including four corps-division commanders and their staffs. Several hundred guns have also fallen into our hands.

HATCHET PRINTING OFFICE GETS DUES

IMMENSE LITTLE NEWS FACTORY DESCRIBED FOR READERS

Have you ever stood outside of the New York Herald building with your nose against the windows watching the great presses turn out, print, fold and place the morning papers in huge stacks? Well, that's nothing. You should visit the front half of this ship which is entirely devoted to getting out this stupendously staggering sheet that you are reading.

Perhaps you've been asleep and have not noticed that this skiff stands still from midnight to seven a. m. That's because the entire crew have to leave their appointed watches, all the way from the lookout on the front porch to the coal carrier in the cellar and turn to, to get The Hatchet off the presses. You'll have to take our word for it that the New York Times modeled their Hoe presses after ours.

Let us begin at the keel where the linotypes are, and go up to the eighteenth deck on which the suite of editorial offices are situated. Quite unlike the Chicago Tribune our presses are on top of the eighteenth deck as the smell of printers' ink coming up from the lower decks so annoyed the editors that they had the ship's bridge moved aft and the presses put in their place. The carpenters we admit were peeved at the time. These presses baffle our powers of description. They are four cylinder, planetary gear, three speeds forward and one reverse, with or without horn.

But anyway, to see this monster give birth to these great thirty-two page Hatchets (with cuts) at the rate of twenty thousand folded copies per hour, would make Bill Ran Hearse green with envy. It takes two thousand great rolls sixty inch wide paper for the daily issue.

As the motto of this paper is "Nothing, if not truthful, eh Mabel?" we will have to amend the foregoing statements by saying that the above was what we expected to find and here is what really is up in the compact little printing office that gets out this paper.

We found the most complete little printing shop you can imagine fully equipped with a twelve by eighteen inch press. All the work is done by a small number of sailors and soldiers. Everything is just as clean and orderly as in your mother's kitchen. The whole space is really hardly big enough to turn around.

The radio service is the best in the world for this radio picks up everything of importance and serves it up to us hot off the bat, often sometimes before the New York readers can get it.

YANKS APPROACH BELGIAN BORDER ALONG THE MEUSE

Make Twelve Mile Advance in Three Day Drive—Enemy Withdrawing Rapidly

By Radio to The Hatchet

WASHINGTON, Nov. 4,—General Pershing's official report of the fighting on the American fronts in France today gives information that more than five thousand German prisoners, one hundred guns and eighteen villages have been captured by the Americans. Heavy losses have been inflicted on the enemy due to the continuous blows during the past month and because of the surprise and force of the renewed attack of Nov. 1st. The statements of prisoners show that their organization has been thrown into great confusion. Several complete batteries and whole battalions have been captured by our troops.

During the last three days we have already penetrated to a depth of twelve miles on an eighteen mile front, and gained control of dominating heights which enable us to bring five of our heavy artillery to bear upon important railroad lines at Montmedy, Longuyon and Conflans. Since November 1st, seventeen German divisions have been identified on on the front of the attack, nine of which were in the line on that morning, and eight additional divisions have reeinforced the line since the beginning of the attack, in a futile effort to stop our gains.

A more recent report from General Pershing announced that the Americans passed through the Bois du Port, Gerache, and reached the heights two kilometers south of Beaumont. Further to the west it was stated that the American forces were approaching Verrieres. All of the towns on the west bank of the Meuse, south of Halles are now in possession of the Americans. The official report says that almost forty villages have been occupied by the Americans in the territory retaken from the Germans. Indications are that the Germans have been attempting their retreat toward the frontier of Germany and Luxembrurgh.

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The Hatchet

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LOVE LETTERS

You may write a thousand letters to the maiden you adore and declare in every letter that you love her more and more. You may praise her grace and beauty in a thousand glowing lines and compare her eyes of azure with the brightest star that shines. If you had the pen of Byron you would use it every day in composing written worship to your sweetheart far away. But a letter far more welcome to an older gentler breast, is the letter to your mother from the boy she loves the best.

Youthful blood is fierce and flaming, and when writing to your love you will rave about your passion, swearing by the stars above, vowing by the moon's white splendor, that the maiden you adore is the one you'll ever cherish as no maid was loved before. You will pen many a promise on those pages white and dumb, that you never can live up to in those married years to come. But a letter far more precious, bringing more and deeper bliss is the letter to your mother from the boy she cannot kiss.

She will read it very often when the lights are soft and low, sitting in the same old corner where she held you years ago. And regardless of its diction, or its spelling, or its style, although its composition would provoke a critic's smile, in her old and trembling fingers it becomes a work of art, stained by tears of joy and sadness as she hugs it to her heart. Yes, the letter of all others, look wherever you may roam, is the letter to your mother from the boy away from home.

MEATS ! ! !

Tough Stuff, Served With The Hatchet Instead of a Knife.

"Von Hindie" and "Bill" went up the hill
To get a peep at Pershing.
A Yankee shell quite near them fell
And they returned a cursing.
So "Von" he raved and "Bill" he swore
They'd drive those Yanks to the ocean
But before they had time to change their mind
"Persh" put them out of the notion.

A bally subaltern named Leigh
Found himself in a ship out at sea.
"Though I'm feeling quite well
This tub's rocking like — well
And the land will look good to meigh."

WHAT! ALREADY!

Let's go! You understand?
Let's go! To beat the band!
Let's go! Be on your job!
Let's go! The guide is unable to take more than ten American soldiers at a time around the city of Berlin.

THE TOAST

To the whole world we make our boast
And ask the powers to drink a toast;
To mark our worth; to view our wealth;
To clink their cups and quaff our health.

Serene, indifferent to fate,
And submarines and German hate,
Across the blue seas journey we;
Our watchword, "For Democracy."

KAISER PRO AND CON

The rumors of the Kaiser's abdication that were circulating around the ship so insistently this morning have the following foundation:

LONDON, Nov. 4. — The statement is published by the Berlin Tageblatt that the German War Cabinet is now in full agreement upon the question of the abdication of the Kaiser in an affirmative sense. The newspapers add that the Kaiser suspecting this, left for the front in order to render direct discussion of his abdication impossible. The Kaiser's place is with his army. It is considered only in conformity with the Hohenzollern traditions that the Kaiser should fight the supreme battle, if it cannot be avoided, at the head of his troops.

AMSTERDAM, Nov. 4. — The party leaders in the German Reichstag in recent discussions decided that there was no necessity for the Kaiser's abdication, according to the Berlin Lokal Anzieger. The Germania, the organ of the Central party already has announced that that party demands the Kaiser's retention. The National Liberals and the majority of the Progressive party are reported as championing William and opposing his abdication.

NORDEICH, Nov. 4.—The newspaper Vorwaerts confirms the statement that State Secretary Scheidemann has directed a memorial to the German Chancellor concerning the necessity of the Emperor's abdication.

VICTORIOUS STATES RAILROAD ADMINISTRATION
YANK E. DOO, - - - - Director General of Railroads

ANNOUNCES

To An International Public
The Opening of a New Consolidated Line
For Passengers and Freight

BETWEEN PARIS AND BERLIN

CONNECTIONS WITH LONDON, PETROGRAD AND CONSTANTINOPLE

The American Policy of One Cent a Killawalk To Soldiers and Sailors in Uniform Will Be Continued, (Except to Those in Grey).

The Largest Circulation On The Atlantic Ocean

THE HATCHET

Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 8 Wednesday, November 6, 1918 No. 6

LOST ON THE GREAT ATLANTIC

OR

TEN BERTHROOMS IN A NIGHT

A Melody-Matic Mystery in Three Acts.
By Con. N. Droll

ACT ONE

Scene: On board U.S.S. Censor - ship on deck "C" at 8:15 P.M. The men are all sitting around on steamer chairs, smoking. [?]

Enter Corporal Punishment singing "Sailing, sailing over the bounding main"

PRIVATE PROPERTY: Hello Corp. Where do we sleep? I've been hunting all over the ship for my berth.

CORPORAL P: I'll find it for you. This ship is as clear as mud to me,

Exit Corporal P. and Private P. arm in arm, singing, "Where do we go to our berth boys."

ACT TWO

Scene: Same as Act One.
Time: A half hour later.

CORPORAL: Where, Oh where has my little berth gone?

PRIVATE: My bedding roll's over the ocean.

Enter Sailor Bouy.

SAILOR B. H e l l o ! mates, why t h e melody?

(Together) We are looking for our berths.

SAILOR: Well you'll find them in the Hall of Records.

CORPORAL: No! Not b-i-r-t-h-s. We mean b-e-r-t-h-s.

SAILOR: Follow me boys, I know this ship like Noah knew the Ark.

ACT THREE

Scene: Same as others.
Time: Two hours later.

CORPORAL: Tramp, tramp, tramp the boys are marching.

PRIVATE: Where is my wandering berth tonight.

SAILOR: March on, march on, all hands resolved.

CHORUS: We won't get home until morning.

Curtain

"- - - - By it they understand that compensation will be made by Germany for all damage done to the civilian population of the Allies and their property by the agression of Germany by land, by sea and from the air." The note continues as follows: "I am instructed by the President to say that he is in agreement with the interpretation set forth in the last paragraph of the memorandum above quoted. I am further instructed by the President to request you to notify the German government that Marshall Foch has been authorized by the Government of the United States and the Allied Governments to receive properly accredited representatives of the German Government and to communicate to them the terms of armistice." (Signed) Robert Lansing.

This incomplete fragment was received by the ship's wireless last night. It evidently represents a note to be delivered to the German government through the Swiss Ambassador who is their accredited representative. It seems to be an inquiry to determine the German attitude to the question of indemnificatlon. But of more importance, the final clause appears to imply that the Allied terms of armistice are now complete and ready for publication.

ARMISTICE TERMS FOR AUSTRIA EQUAL ABSOLUTE SURRENDER

LONDON, Nov. 5.—Lloyd George in House of Commons announced today the terms of the Austrian armistice. These include an evacuation of all territory occupied by the Austro-Hungarians since the beginning of the war. All evacuated territories will be occupied by the Allies and the United States who are to have the right of free movement over the roads, railways aed waterways of Austria. The Allies are to occupy these stragetic por-

Continued on Page 2.

LEQUESNOY AND LANDRECIES FALL AS BRITISH ADVANCE

Resisting Huns Forced to Yield Sombre-Oise Canal - New American Advance North of Sissonne

By Radio to The Hatchet

LYONS, FRANCE, Nov. 5.—A great Franco-British drive is in progress. The British have taken Landrecies and Le Quesnoy, the pivots of resistance. More than 13,000 prisoners and 250 guns have been captured. North and south of Le Quesnoy, two divisions commanded by Major General Bruce Williams have carried out a brilliant operation which has resulted in the capture of a large number of prisoners. The American offensive on the Meuse and toward Verrieres is progressing favorably. Between the Peron and the Serre, American troops have taken Boise Le Pargny and north of Oise have taken Bergues sur Sambre; while north of Sissonne they have reached the factory at Rotbemount and west of Antremencourt, Curieux, Condelancourt and Machecourt. Between Sissonne and Chateau Porcien they have taken prisoners and penetrated parts of the enemy line. There is a general drive between east of St. Quentin le Petit and the outskirts of Herpy.

NORDEICH, Nov. 5. — The German Headquarters reports that in the western war theater between the Scheldt and the Oise, the English and French by bringing in a great mass of artillery and tanks attempted to force a breaking through on a front of more than sixty kilometers. In a severe conflict lasting until dark they attacked our troops who were far interior in numbers. At the close of the day the line extended through Sebourg, Wargnies and Jolimetz. LeQuesnoy, threatened by being surrounded on both sides, was evacuated. The adversary stormed the western end of the woods of Mormal. In the south the enemy has thrust over the Sambre-Oise Canal in many places to a depth of one or two kilometers. In the woods of Dieulet west of the Meuse our troops withdrew according to orders, before the attack of the Americrns to the east bank of the Meuse north of Stenay.

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BREVITIES FROM AMERICA

WASHINGTON, Nov. 5. — Railroads have been instructed by Director General McAdoo to restore the employees who are now in the military and naval service of the United States to their seniority rights as far as practicable when they return. Railroads are also urged to find suitable work for other returning soldiers and sailors who had not seniority rights before they left.

NEW YORK, Nov. 5.—The Naval Aviators football team from the Bay Shore Station showed themselves as strong on the land as in the air by defeating the husky Pelham Bay Naval Training Station's team, three to nothing. The only score was made by Captain Harris, the former W. & L. star who kicked a goal from the thirty yard line.

WASHINGTON, Nov. 5. — The independence of the Polish State has been recognized by the United States.

Germany has protested against the Allied air raids on German cities and threatens reprisals.

HONOLULU, Nov. 5.—The crater Killaea is putting forth lava from a hundred hot crater, a new crack in the old floor. The old crest of the volcano has been buried. It was followed by several earthquakes on Friday. The lava is flowing continually in several directions.

PRINCETON, Nov. 5.—Harvard and Princeton will meet on the gridiron at the Polo grounds on November 23rd, for the benefit of the United War Work Campaign. The teams will represent the Harvard Radio School and the Princeton Aeronautical School.

FRUITS ! ! !

Both Fresh and Refrigerated

WANTED—News of yesterday's election returns in America and reports from the Allied Peace Conference at Versailles. Radio operators please note.

I'LL SAY WE WILL

Say! boasting is sinful.
I know that it's wrong.
Give the Kaiser a skinful!
Is the whole of my song.

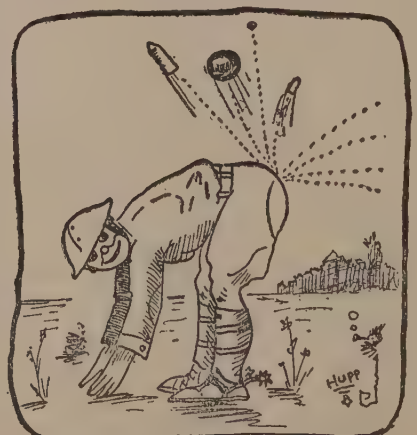
To brag is outrageous.
Don't throw up your hats
Or tell of our greatness!
Kick the Hun in the slats!

(The following was sent by Nordeich to Belmar, N. J. and receipt asked for same.)

"German government gave permission to inform American prisoners of war immediately about particulars of election returns on Nov. 5th. Will you supply us with them quickly?"

Since I seen dose dere Yankees in motion
I'fe daken a tifferend notion
I'v I pop up my head
I am shure to be dead
Zo I petter duck deep in der ocean.

Hohenzollern Hubbard went to the cupboard
To get his poor people some eats.
But when he got there, the cupboard was bare,
All due to combined Allied fleets.



A SUGGESTED MEANS OF DEFENSE FOR CAVALRYMEN AND EX-CAVALRYMEN

THE AUSTRIAN SURRENDER

Continued from Page 1.

tions as long as it is deemed necessary to conduct military operations and maintain order, All German troops which have not left Austria-Hungary will be interned. The evacuated territories of Austria-Hungary will be entrusted to the local authorities under the control of the Allied armies of the occupied places.

NORDEICH,Nov. 5,—According to the presiding body of the German-Austrian State Council, there has been passed in the sitting of November 3rd the following resolution. The State Council has accepted the statement of the chief army command that it has been compelled in consequence of the complete disbandment of the army, to submit to the terms of the victor. German-Austria has no army of its own. The troops are divided among the following formations of the Slavic majority, which will no longer fight in consequence of German-Austria not being able to continue to struggle alone. But even if German-Austria cannot alone continue to fight on the side of the German Empire, it stands however now as before, on terms of sincere friendship with the German Empire and will carry through peace negoiiations in close understanding with Germany. It clings to the hope that from the collapse of Austria-Hungary a political order may arise which will serve as a foundation for a long permanant community of interests between the German Empire and German-Austria. The State Council declares in conclusion that it regards the German district of South Tirol, occupation of which by Italy it cannot prevent as an inseparable and integral part of the German-Austrian State and that the occupation of this district cannot deprive German South Tirol of its right of self determination.

NORDEICH, Nov. 6, — Warsaw newspapers give a report of the breaking out of hostilities between Polish and Ruthenian-Ukranian troops in East Galicia. On the night of Nov. 1st, Lemberg was taken by a regiment of German, Austrian and Ukranian nationality, Przemysl is in the hands of the Ruthenians.

LOST—A bunch of keys, Finder is asked to return them to the "Y" office on D deck.

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Vol. 8. Thursday, November 7, 1918 No. 7

FOREST OF MORMAL TAKEN IN BRITISH DRIVE ALONG SOMBRE

Prisoners Flock by Thousand to French and British - Huns Prepare New Front

By Radio to The Hatchet

LONDON, Nov. 7. — More than thirteen thousand Germans and a large number of guns have been taken by the British in their operations in France and Belgium, and the French forces on the right report that three thousand have been captured. Among the prisoners were many youths of the 1920 class. They appeared strong and healthy. There are indications that the Germans plan a further resistance to the west to the Mons—Mauberge—Avesnes line.

Yesterday morning's communique reports the capture of eighteen thousand prisoners and three hundred and fifteen guns as the result of the Franco-British victory in the Argonne. Infliction of these losses upon the enemy means more towards the final result even than the ground won, important as that is. General Maurice is of the opinion that if the collapse comes, it will come on Germany's home front rather than in her enemy's. The mornings British official report says "North of the Sambre River our advanced troops have pressed forward beyond the forest of Mormal and reached the main Avesnes-Bavai road southeast of Bavai. Progress has been made also west of Bavai, and other parts of the battlefront. A number of additional prisoners have been taken by us.

Telegraphing yesterday and describing the fighting on Monday which inaugurated a fresh German retreat, Percival Phillips said "The booty taken yesterday shows the steady disintegration of the German armies. One corps captured a steam roller, and a complete road making unit, a derrick which had been abandoned by its crew and a water supply column with wagon, operating plant and pumps. The New Zealanders crowned their splendid achievement at Le Quesnoy by breaking through to the German gun line of the fortress and taking nearly one hundred guns some of which were already limbered up and ready to retreat.

ANXIOUS GERMANS SEEK FOCH'S TERMS

WASHINGTON, Nov. 6,—An official statement from Berlin announces that a German delegation to conclude an armistice and to undertake peace negotiations, departed for the western front this afternoon. Like information reaches London from Amsterdam.

NORDEICH, Nov. 6,—The German delegation for the conclusion of an armistice and for the beginning of peace negotiations, leaves Berlin for the west on the afternoon of November sixth.

WASHINGTON, Nov. 6,—Germany was notified by President Wilson, through the Swiss Government, that General Foch was authorized by the Allies and the United States to receive her representatives and communicate to them the terms of an armstice. President Wilson's note informs Germany that the Allies are willing to make peace on the basis of the principles enumerated in his speech before Congress last January. The Allies have reserved for themselves, complete liberty of action, however, when they enter the conference, on the subject of freedom of the seas, the note states. Regarding the restoration of invaded territories, the Allies say they understand that compensation will be made by Germany for all damage to the civilian population of the Allies through the aggression of Germany by land, by sea and from the air, President Wilson in his note to Germany transmitting the reply of the Allies respecting this armistice concurs in this provision for compensations.

ZURICH, Nov. 5.—It was announced today that the Czech authorities have seized all engines and cars at the Bohemian frontier. This loss added to that of the engines actually put out of use on the Western front is bringing on a crisis in Germany with regard to their problems of transportation.

SEDAN OBJECTIVE IN SIGHT OF AMERICANS ALONG MEUSE

Yanks Now Within Five Miles of Metz - Sedan Railway

By Radio to The Hatchet

LONDON--Oct, 6. Americans were fighing this afternoon within sight of Sedan, the historic fortress lost to the Germans in the Franco-Prussian wars.

General Pershing's communique received this afternoon at Washington says that the First Army under General Liggett has continued its success crossing the river south of Dun sur Meuse under a heavy artillery fire which frequently wrecked the newly constructed bridges. The troops of Major General Hines' Corps fought their way up the slopes of the East bank broke the enemy's strong resistance, captured Hill No. 292, Hill No. 260 and Liny devant Dun and drove the Germans from the Bois de Chatellon. During the afternoon the gains in this sector were extended northward. The troops of Major General Summerall's Corps reached the river at Cesse and Luzy, and mopped up the first of Jaulney. The American advance brought the troops within five miles of the Sedan-Metz railroad one of the chief lines of communication of the Germans. General Dickman's corps with the French has pushed forward through the rugged areas beyond Stonne, capturing three villages and prisoners.

WHO IS ELECTED?

WASHINGTON, Nov. 6th.—The Associated Press despatches tonight indicated that Republicans will control the next House of Representatives by a fair margin, but the result as to the Senate was still in doubt.

Newberry, Republican, was three thousand votes ahead of Ford in the Senatorial race in Michigan.

Smith, Democrat, was running eighteen thousand ahead of Whitman, Republican, in the gubernatorial contest in New York.

Officials of the Democratic National Committee claimed the election of enough Congressmen and Senators to insure Democratic majority in both Houses.

In general the unofficial returns are incomplete and in some cases an official count will be required to determine the winners.

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PURPOSE

Out of the cold mist a new dawn comes,
Freighted with I know not what tasks.
Out to a new day my stern heart comes,
Ready to take up the unknown cares.

My purpose is real and will not be denied.
All my love and honor are within it.
For the Kingdom of Freedom is at the stake
And I who would live am willing to die for it.

COMMENT

"The armistice terms dictated to Austria follow the lines of those exacted in the case of Bulgaria: They are exclvsively military in character and approximate to unconditional surrender. They dispose of any possibility of the resumption of the war by Austria even if the condition of that country did not make resumption unthinkable. Following so closely upon the brilliant achievement of her surrender we may hope for a long peace of Austria with the Italian people. The Terms leave Austria Hungary powerless. And they provide for facilities for pressing the war home on an undefended frontier of the last remaining enemy, Germany."

The Manchester Guardian says "The political and military collapse of Austria-Hungary marks the beginning of a new era in southern and southeastern Europe. And first in our thoughts and in our congratulations must come Italy—Italy that had suffered so much and so long through all her history from menace and assault of the invader from the north.

NUTS ! ! !

On the Table and Around it

Irate Captain:—(to awkward squad) "Here I've wasted my whole morning trying to teach you to salute and you can't do it yet. What you need is a blockhead to teach you. Sergeant take charge of these men.

A certain young skipper named Crocker
Gave his boat to a pilot (to dock her)
But the vessel was seen
By a Hun submarine
And its resting in Davy-Jones' Locker.

"Say boss when do I see a tree? Boss, I aint got no bizness out on this ocean. I'se a land niggar, boss, I aint no seafaring niggar. Boss if I ever sot my eyes on a tree again, I'se gwine to put my arms around that tree, and the War Department hisself aint goin' to be able to pry me loose."

There was a man in Germany
and he was wondrous wise.
He sent his armies into France
but got a great surprise.
For when he saw the Yanks had come
with all their might and main,
He saw he'd met a bramble bush
and hustled back again.

Lost, Strayed, or Stolen: One half an hour each day for a week.
Return to Ship's Clock [at night].

For Sale or Exchange: One dozen Subway tickets, practically new. Will exchange for ham sandwich or Bull Durham. Address, P. Rivate, This Ship.

Guard: Say pard, is this deck G?
M. P.: No, you bloke, it's 'ell.

DELIGHTFUL DANCE LAST EVENING

SOCIETY OUT IN FORCE

One of the finest dances that ever was given on the Atlantic took place aboard this ship last evening. The ladies were never so gayly dedecked before. The favors for the officers were canteens worn on the hip. The dance had as patronesses, Mrs. S. U. B. Marine, Mrs. L. Raft, and Mrs. Knight Lookout.

The dance was given in honor of our guests—the Gallant Boys in Life Preservers. The music was perfect. The dance was conducted in the main dining room and owing to the presence of the chairs and tables the gangways were occasionally crowded by the gang. The hall was decorated by sea-weed and tobacco plants.

Owing to the slippery condition of the floor and its often peculiar angle, the dancers had to exhibit unusual skill to stay right side up.

Miss Flu Glucose wore an appropriate costume of fish netting and corals.

Miss Ann Cora Fluke was dressed in green sea weed covered with whale oil.

Miss Atta N. Dent wore a becoming white (dam) mask veil which wonderfully set off her brunette beauty.

Miss Connie Tower wore a wonderful Georgette creation which at a distance gave the appearance of sea spray, with shells.

Miss Lotta Orange was lightly clad in bisque tortoni.

The ranking officers made a splendid showing especially when the ship rocked.

Admiral Orestes Upsidown unfortunately fell in between the tables and had to be released by prying up two chairs. Major Domo stuck his elbow into Third Lieutenant Battery and broke his main spring. The injury of Colonel Hickory caused a sensation. He started from the bow end of the deck and landed on the aft.

The dance was declared off at ten p. m., neither side having gained a strangle hold. Many expressions of pleasure were heard from those who failed to attend. The Admiral of the Turkish Navy, Pasha Psick Bey was detained and sent his regrets.

LOST: "What Mazie Knew", by Henry James. Return to the "Y" Office.

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Vol. 8 Friday, November 8, 1918 No. 8

ARMISTICE TERMS NOW IN HUN HANDS ON WAY TO BERLIN

German Committee of Peculiar Combination Received by Foch - Early Reply Expected

By Radio to The Hatchet

VERSAILLES, Nov. 7—Discussing the scenes during the meeting of the Supreme Allied Council at Versailles the Paris correspondent of the London Times writes "The Trainon Palace Hotel has been the meeting place of the first Parliment of the Society of Nations. In its long conference room the twenty-four leaders of Europe and America have sat at a long table drawing up the terms of the armistice of Germany which are to enable the foundations of the New Europe to be well and truly laid. There, over blotting pads and baize, history has been made. The seat of each delegate bears his name on a card in front of it. Mr. Clemenceau occupied the central position, having Mr. Lloyd George, Mr. Bonar Law and Lord Milner on his left, with Mr. Pinchon, Marshall Foch and General Bellit on his right. Opposite him are Colonel House, General Bliss, Signor Orlando and Baron Sonnino.

Wireless stations of the French government transmitted the following message to the German High Command from General Foch. "If the German plenipotentiaries wish to meet Marshal Foch to ask him for an armistice, they are to advance to the French outposts by the Chimay - Fourmies - La Capelle - Guise road.Orders have been given that they are to be received and conducted to the place fixed for the interview."

NORDEICH,Nov.-7 The German delegation for the conclusion of an armistice and the taking up of peace negotiations, which left for the west front at five o'clock in the afternoon of November 6, consists of the Riechstag members, State Secretary Erzerberger, former Minister and Count Von Guendell and Major General Von Winterfeld.

LYONS, Nov. 7.—The French papers this morning remark that the delegation chosen by the German government to receive the terms of armistice from Marshall Foch is composed of men highly

[continued on page two]

OUR VOYAGE ENDS

BY THE COMDG. OFFICER OF TROOPS

"The peaks in the distance shine with a very rosy light."

We are nearing our destination and will soon be leaving the ship. We have many things to be thankful for, not the least of which has been The Hatchet. The daily newspaper has been very welcome, has been looked forward to each night and will be missed hereafter. In short it has served its purpose well and so its mission has been a success.

Many of us will remember this ship, and this voyage [maybe principally for the weariness caused by the inconsiderate Hun] yet I dare say with pleasure. We thought we were lucky to be assigned to her at the beginning of the voyage. Now we know it for we have learned what a good crew commands and operates her, through all kinds of weather. And the movies and the orchestra. By the way that orchestra is some orchestra.

The officers and troops of the army have responded very quickly and well to the requirements they had outlined to them at the beginning. Troop quarters have been well policed, bunks properly arrayed and abandon ship drills promptly executed. That is satisfying to the Commanding Officer of Troops and demonstrates again his theories about discipline. Keep up the good work in your coming spheres of activities. Preparation—Execution—Profit. Don't forget the lesson.

And now to the Captain of this fine ship, he has not been seen much, if at all. Why? Because his responsibilities have been too great to permit him to leave his post of duty. But he has brought us safely through the submarine zones and to the haven where we would be. For that he has our appreciation and our thanks. We wish him and his officers the best of luck.

General B.
Commanding Officer of Troops.

AMERICANS ENTER HISTORIC SEDAN IN MEUSE DRIVE

British - French Advance Eastward In North - Immense Pocket Made For Huns With One Exit

By Radio to The Hatchet

ST. JOHNS, NFLD., Nov. 7. — The western front correspondent reports that the German retreat has now developed into something closely resembling a rout. British, French and Americans are all advancing. The Americans have captured the city of Sedan on the west bank of the Meuse.

LONDON, Nov. 7, — Telegraphing Wednesday, Maxmillan Foster, Daily Telegraph correspondent with the Americans says: "The Americans have crossed the Meuse in force. All day troops, guns and transports are pouring across the river with the result that the enemy is again in full retreat. Germans appear to have had intentions of making a stand at the Meuse but once the Americans by a determined effort, had bridged the stream, the enemy's defense became demoralized.

LONDON, Nov. 7. — Thursday morning's British Communique states "Our progress on battle was continued yesterday evening. Our troops have taken Dompierre and Monceau Saint Waast and have reached or passed the line of the Avesnes-Bavai road between Monceau Saint Waast and the railway south of Bavai. A counter attack in the evening southeast of Bavai was repulsed with heavy loss to the enemy and our line advanced. At close of the fighting last night in the neighborhood of Angre, our troops gained possession of the village and pushed forward to the high ground east of it. Further north we have reached the outskirts of Quievrain and Crespin.

LONDON, Nov. 7.—The secondary line of German defense is now lost along its whole length. The real squeeze of the German army is only just beginning. Worse still, the bottleneck through which it is pushing is a narrowing one and congestion instead of decreasing, will tighten. It may even be doubted that the Meuse line will be tenable. In a sentence the military situation is almost desperate for the enemy. He is in danger of having a large part of his army cut off, finding part of the retreat from the Aisne front closed against him.

"We Cannot Tell A Lie"

The Hatchet

Established February—1918

A DAILY NEWSPAPER
On the Way to France

Published on the high seas: distributed free to all members of ship's crew and troops aboard ship; may be enclosed in soldiers' mail.

Published by a board of editors of Army and Navy officers; printed in the ship's printing office by a force of Army and Navy printers; distributed at the Y. M. C. A.

Contributions welcomed: address,
The Hatchet, care Ship's Post Office

EDITORIAL

We feel a new thrill as goodbyes are about to be said at a time when the question of the continuance of the war is at its most critical point.

During the week in which our associations have been so exceedingly pleasant on the water, our eyes, with those of the rest of the world, have been turned upon four focal points of interest.

The Peace Conference has met at Versailles; the Allies have inaugurated a great new drive on the western front; Austria has surrendered; and an election has been held in the United States.

If The Hatchet has served from day to day to acquaint our own little world on this ship with the favorable results of the issues and at the same time, has contributed to the good spirits of all, it is with the greater reluctance that we approach this time of parting.

With our au revoir may we suggest to you who go forward, that upon you in part will depend the possibility of filling future columns of The Hatchet with news as victorious as that which has recently met your eyes.

NEW YORK, Nov. 5.—Madison Square Garden was crowded to capacity at one of the greatest meetings ever held in the United States, It was called by the United War Work Campaigning Committee who represented the seven Army and Navy welfare associations. John D. Rockerfeller introduced former Supreme Court Justice Chas. E. Hughes, who presided over the meeting. Right Rev. Rabbi Stephen Wise read the twenty-fourth psalm. Enrico Caruso lead the audience in singing the Star Spangled Banner, Secretary of War Baker gave an account of the American soldiers at the front, and Cardinal Gibbons pronounced the benediction.

BREVITIES FROM AMERICA

NEW YORK, Nov. 7. — Mrs. Russell Sage, widow of the famous financier, died at her home at 604 Fifth Avenue. She was ninety years old, and was known as the richest woman in the world, She was the second wife of Russell Sage and at her death left approximately seventy million dollars. It is estimated that she gave away about thirty millions during her life. Her largest gift was ten millions to the Russell Sage Foundation for the improvement of the social living conditions in the United States. She was also the founder of Sage College at Troy, N. Y.

WASHINGTON, Nov. 7. — The Red Cross Council announced that more than thirty thousand nurses were on duty on October first. Nine thousand more will be needed in the next two months. Approximately a million and a half dollars have been spent on their equipment.

WASHINGTON, Nov. 7. — According to Director General McAdoo, the railroads and practically all lines under government control are free from congestion. Especially in the east where the freight is heavy the lines are all open.

WASHINGTON, Nov. 7. — Among the lists of new lieutenants recently announced is the name of Frederick Hall Thomas, who is well known to the sporting world as Freddie Walsh, the former world's lightweight boxing champion. He received his commission in the sanitary department.

GATHERING EGGS IN THE HATCH-WAY

FAREWELL

Oh Ship, as you ride in this foreign bay!
We know we must say goodbye today.
You've carried us safe; your course was true
Victory is yours, but your task's not through

"Oh Ship, Thou Queen of ancient foe!
We go for the Hun; where will you go?"
And she answered clear, in accents true,
"American men, you are here to do."

With flag aloft and dashing prow,
Oh men of the plains, I leave you now.
I go where wait upon the shore
Eager to come, ten million more.

REVOLUTION AT KIEL

LONDON, Nov. 7, — Regarding disturbances in Kiel, a Copenhagen telegram received Thursday morning states the whole navy in Kiel and a great part of Schleswig is now in the hands of revolutionaries. Marines, soldiers and workmans councils govern the city. According to Cielerzeitung a general strike was proclaimed this morning in Kiel. At the same time all workshops were occupied by Red troops. Trams and railways are under control of workmen's council. Soldiers wear red cockades and carry red banners. No disturbances have taken place. War ships today hoisted red banners and Kiel castle was occupied by Reds. Food distribution is also mainly in their hands. All officers and sub-officers will be permitted to remain in their position. Military governor, Souchon has been imprisoned in his home.

ARMISTICE TERMS

[continued from page one]

characteristic of the present military and pan-German caste. Admiral Hintz and General Winterfeld are particularly so. The papers wonder whether this is the last manifestation of boasting or whether on the contrary it is calculated to reserve the supreme humiliation for the parties who provoked the disaster. Major General Winterfeld is well known in France where, when a Colonel, he was before the war, the military attache at the German embassy in Paris. At the French maneuvers in September 1913 he was severely injured in an automobile accident at Grisoles. For months he was nursed with the most devoted care in this district of France and when he left he warmly expressed his gratitude about it and about the manner in which he had been treated. Immediately the war broke out and he went to Germany, he took over the direction of an agency in which all sorts of maneuvers were characteristic.

VOLUME IX

Word was first passed on the ship on November 21st that the *George Washington* had been selected to bear President Wilson and the Peace delegates across the Atlantic. The following two weeks were a fortnight of feverish activity in preparing the ship for its most historic voyage. Its selection for this duty was made public first in the newspapers of November 23rd.

The ship was already in excellent condition for the new duty and aside from adding furnishings to some of the first class cabin and the equipment of several lounge rooms and a conference room little else was needed. The ship's complement of officers and men remained for the most part unchanged. Those who had served on her for the dangerous and laborious period of the war were given the honor of making up the crew when she became "the President's Ship."

At 8:10 a. m. December 4th, the President and Mrs. Wilson stepped on board and the President's flag was flown. The rest of the party followed immediately and at 10:17 a. m. the ship left the piers. The story of the trip is told in "The Hatchet," which now for the first time was freed from the restrictions of the censor.

For the publication of this volume without the assistance of printers from the usual army passengers, printers J. B. Irwin and T. Chamberlin were added to the ship's complement, and they together with Wall, Abbott and Mantlow handled the type and press work of the ninth volume besides an unusual amount of other printing that was necessary on such duty.

Among the President's party were Mr. Robert Bender, representing the United Press, Mr. John J. Nevin of the International News Service and Mr. L. C. Probert of the Associated Press. These three working with Chaplain P. F. Bloomhardt recorded the chief events of interest that occurred on board and in the worlds on either side of the Atlantic and published them from day to day in "The Hatchet," which was read with interest by everyone, including the President.

The Largest Circulation On The Atlantic Ocean

THE HATCHET

Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 9 | Thursday, December 5, 1918 | No. 1

DECEMBER FOURTH ANNIVERSARY SHIP'S TRANSPORT SERVICE

Also Triennial of Ford Peace Mission - Slogans Compared.

The U. S. S. George Washington began her voyage bearing President Wilson and his official party to the Peace Conference on the anniversary of her first trip as an American transport bearing American soldiers towards the battle grounds of Democracy.

In this epochal year, the George Washington has safely transported more than fifty thousand American troops to the rising tide of the hosts of righteousness which finally engulfed the monster of world domination by militarism. The ship has become rated in the army transport service at the highest mark of efficiency. When the ship's German master acting under orders at the outbreak of the war disabled her so thoroughly-- as he supposed-that the United States would not be able to use her, he is said to have remarked that he "would take his hat off" to the men who could make her fit for service in time to be of any use. All those aboard today see with their own eyes the testimonial to the efficiency of the American navy.

It is a further remarkable coincidence, that the George Washington sailed for the Peace Conference on the third anniversary of the departure of the so called Ford Peace ship which had for its slogan "Get the boys out of the trenches by Christmas". The spirit that goes on the George Washington today says, "Get the boys out of the trenches forever".

SEN. HOKE SMITH ON RAILROADS

WASHINGTON, Dec. 5—Senator Hoke Smith, (Democrat, Georgia) introduced a bill restoring the authority of the Interstate Commerce Commission over the rates fixed by the Federal Director General of Railroads.

PRESIDENT AND PEACE PARTY START OVERSEAS

The George Washington Begins Historic Voyage Bearing Notables

Midst a din of siren blasts, shrieking whistles bells and cheers, the George Washington sailed forth from Hoboken yesterday bearing President Wilson and members of the American peace delegation on their momentous journey to France.

Pandemonium broke loose in New York harbor the minute the great vessel with its famous human cargo, ploughed away from her pier. Twenty-one guns boomed forth in salute from the George Washington. Every craft in the harbor then took up the answering cheer.

And President Wilson himself in a great bearskin coat stood on the bridge of the ship hat in hand waving acknowledgment.

As the vessel steered out to sea thousands of people lining the shore waved their farewells to the chief executive of the nation. Windows and roofs of New York's huge skyscrapers were dotted with people. Overhead navy and army aviators swept to and fro and around the President's ship, now swooping down almost within touch of the vessel, then soaring aloft to dizzy heights.

It was a remarkable spectacle that greeted the peace party. Mrs. Wilson, Secretary Lansing, ex-Ambassador Henry White and other world known diplomats stood on deck and beheld with deep feeling the message of god - speed tendered by those who cheered them on their way from land, water and air.

The departure was made without a hitch. Everything was carried out with clock - like precision. And in acknowledgment of the splendid arrangements made by the navy, Mrs. Wilson released carrier pigeons with a message for Admiral Gleaves, thanking him for the excellent way in which the sailing was carried out.

After the ship passed the Statue of Liberty, President Wilson went to his room and plunged into a mess of work. Later he rested as he is suffering with a cold, Admiral Grayson, his personal physician has counselled much rest and leisure for the Executive for two or three days.

Mrs. Wilson is frequently on the promenade deck enjoying a constitutional.

PERSHING'S ARMY OF OCCUPATION NEARS COBLENZ

German Towns In Moselle Valley Taken Over

By Radio to The Hatchet

WITH THE AMERICAN ARMY IN PRUSSIA, Dec. 5—Advancing with all the precautions ordered by General Pershing, the army of occupation is steadily taking over all of the territory assigned to it under the armistice terms. The advance guard now is within forty miles of Coblenz while the various towns in the Moselle valley are being taken over with systematic rapidity.

The attitude of the German civilian population is more or less one of relief. By direction of the General commanding there is no fraternizing between the expeditionary forces and the natives. Up to the present there have been no untoward incidents to mark the American occupation.

In yesterday's operation the towns of Dahlem, Eisenschmidt, Steinberg, Wittlich and Berncastel were occupied.

ADMIRAL MAYO FOR A BIG NAVY

"The salvation of America and, indeed, the peace of the whole world, lies in our having two things—a big efficient navy and universal military training", declared Vice Admiral Henry T. Mayo in an interview yesterday. He said he came back from a three months inspection covering all naval operations full of pride and enthusiasm for what the American navy has done abroad and he had nothing but praise for "the splendid youth of America". Admiral Mayo commands the dreadnaught Pennsylvania now immediately preceding the President's ship to France.

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Assisted by a board of editors from the passengers enroute.

Printed in the Ship's Printing Office by a force of Navy printers.

Contributions welcomed; address
The Hatchet, care Ship's Post Office

HIGH SEAS, DECEMBER 5, 1918.

EDITORIAL

To their distinguished guests, the officers and the crew of the George Washington extend their warmest greetings. The selection of this ship for the historic mission upon which she is now embarked, has brought a feeling of honest pride to all who have been engaged in her operation. It is estimated that more than fifty thousand men have been transported on her decks to the shores of France and while their passage was all-important at the time, it is certain that the ship has never sailed upon a more momentous voyage than the one that has just begun. Her decks have borne the tread of many who have since given their lives on the battlefields of France. These same decks are now honored by the tread of those who go to secure the result of their self sacrifice. For a year the ocean passage has been made as pleasant as possible for the troops amid the trying conditions of war. It is now an especial pleasure and privilege to submit the means of entertainment at our disposal, to those who have been directing our course throughout the year.

Edward McCauley,
Captain U. S. Navy,
Commanding

FOUND—A revolver on "D" deck. Owner inquire at Post Office, "D" deck.

OUTWARD BOUND

AN INTERESTING EXHIBIT

The Military Intelligence Division of the General Staff has occupied a map and reference room forward on "B" deck which was fitted up by the Navy Department for the use and convenience of all members of the Peace Commission and those attached thereto.

BREVITIES FROM AMERICA

By Radio to The Hatchet

LONDON, Dec. 5—The morning papers agree that President Wilson's presence at the Peace Conference is absolutely necessary.

They all quote voluminously from his address to Congress to support this view.

HALIFAX, Dec. 5—The American schooner, J. Harnell Leeds laden with coal, ashore off Lockport will be a total loss.

WASHINGTON—Representative Frear of Wisconsin has introduced a resolution providing for an investigation of the National Security League.

CLEVELAND, O Dec. 5—The street car strike is continuing. The company President, J. J. Stanley refuses to discuss the question of discharging women conductors until the men return to work. The men say that the strike will continue until the women are eliminated.

WASHINGTON, Dec. 5—Senate Finance Committee had revised and checked the new revenue bill last night and was expected to report it to the Senate today.

WASHINGTON, Dec. 5—Senator Borah (Republican, Idaho) has offered a resolution providing that when the peace treaty reaches Senate it immediately be made public and that all deliberations on it be conducted in public sessions.

ENTERTAINM'NT PROGRAM

Friday the Sixth

10:00 a. m. Band Concert.
2:30 p. m. Orchestra Symphony.
6.00 p. m. Theatre "Old Salt."
[1] Lullabies by the Crew.
[2] Orchestra Selections.
[3] Reel Stuff: Hit the Trail Holiday.
8:15 p. m. Martha Washington Theatre
[1] Orchestra Selections
[2] Fairbanks in Bound in Morocco
[3] Chaplin in A Dog's Life.

ATTENTION OF THE CREW

Material is being gathered for the production of a musical show, and there is urgent need of accomplished talent, musical, dramatic, etc. Candidates are requested to see Dr. Gray at once.

ON THE SCREEN

MARTHA WASHINGTON THEATRE

OFFICERS' MESS HALL, B DECK

TO - NIGHT 8:15

HIT THE TRAIL HOLIDAY

THE YANKEE DOODLE BOY WHO BELIEVES IN THE FAMOUS SLOGAN "DOWN WITH DRINK"

SHIP'S GLEE CLUB
SOLOISTS
NAVAL ORCHESTRA

"OLD SALT" THEATRE — **TO - NIGHT 6:15**

ASSEMBLY HALL E - 3

DOUGLAS FAIRBANKS IN

SAY YOUNG FELLOW

THE KING OF THE MOVIES CARRIES ON FOR YOUNG FELLOWS

WEEKLY NO. 35

THE LATEST NEWS FOR MEN TOO BUSY PREPARING FOR THE VOYAGE TO READ PAPERS.

The Largest Circulation On The Atlantic Ocean

THE HATCHET

Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 9 | Friday, December 6, 1918 | No. 2

PRESIDENT DONS LIFE BELT AT BOAT IN REGULATION DRILL

Captain McCauley Acts As Instructor - Executive Careful In Preparation

Can President Wilson "abandon ship?" Well, if there is a reader of The Hatchet who has any doubts on the subject, we would suggest that they question the men responsible for boat twelve.

Most of us were otherwise engaged when the lifeboat drill was held yesterday afternoon, but all were interested in the President's part. As a matter of actual fact the President took a real part in the drill. Incidentally he took nothing for granted. He knows what would be necessary for his safety and that of Mrs. Wilson should an emergency arise.

When the "abandon ship" signal was sounded the Executive was at work in his office. With the first note of the bugle he arose and hastened across the deck to his suite. Then he and Mrs. Wilson proceeded calmly and expeditiously to their station on "C" deck near boat twelve.

The President aided Mrs. Wilson in adjusting her life belt seeing that every fastening was properly made. Then he donned his own. He took nothing for granted, even assuring himself that the belts fitted all right and would tie. Each loop was securely fastened in a few seconds, and then the President and Mrs. Wilson calmly waited until the signal to return to stations was sounded.

At the request of the Chief Executive boat twelve was lowered to the deck level and he was shown his place in it. He seemed very well pleased with the snap and vim displayed by the officers and crew. The President, as is well known, likes efficiency and there was plenty of it displayed at the drill.

Now here is a little secret but it throws additional illumination on the part of the methods whereby the President keeps posted on how the right thing can best be done at the right moment. He held a little rehearsal previous to the "big show" and Captain Edward McCauley, Jr. explained the mysteries of the life jacket so that when the actual call came the President had nothing to learn.

CHURCHILL DECLARES FOR BIG BRITISH NAVY

Refuses to Relinquish Supremacy of the Seas - Increasingly Important Issue

By Radio to The Hatchet

LONDON, Dec. 6, - Winston Churchill, now Minister of Munitions, is the latest British official to declare in favor of continuation of British heavy naval expenditures.

"We don't intend to lend ourselves in any way to restrictions which will prevent the navy from maintaining its well deserved supremacy on the sea," he said in discussing the subject.

To what extent Churchill spoke for his associates in the present government no one is in a position to say. There is of course a considerable difference of opinion in dealing with this problem; and that difference can be expected to be increased during the next few weeks.

DAILY ADVANCE OF AMERICANS

WASHINGTON Dec. 6,-The victorious American third army continues its occupation of the Prussian territory south of the Moselle. In his official communique General Pershing stated today that the general line of Berncastel - Malborn - Otzenhausen has been occupied and fully garrisoned. North of Berncastel the line remains unchanged.

LIMA, Dec. 6—All Chilean vessels entering Peruvian ports are being boycotted by Peruvian labor. The Government of Peru is asking a loan from United States bankers for thirty-five million dollars. Three American war ships are expected to arrive here from San Francisco in a few days.

GLASS NAMED BY PRESIDENT AS SECT'Y. TREASURY

Author of Federal Reserve Act Appointed as Expected To Succeed McAdoo

By Radio to The Hatchet

WASHINGTON, Dec. 6, – The nomination of Carter Glass, representative from Virginia, to succeed William G. McAdoo as Secretary of the Treasury has been sent to the Senate by President Wilson. Mr. Glass, according to Secretary McAdoo, will take over his new duties on December 26.

The naming of Mr. Glass to head the financial branch of the government is well deserved recognition of his worth as a student of finance. He is the author of the Federal Reserve Act, and it was due to his persistency that the measure was forced through the lower house. In accepting the post of Secretary of the Treasury Mr. Glass leaves what could have been a life long membership in the House of Representatives, as his district is almost unanimously Democratic, and he was the most popular resident of that section of Virginia.

Mr. Glass will make a good team mate for Secretary of War Baker as they possess about the same physical characteristics.

MAIL BY AIRPLAINE CERTAIN

WASHINGTON, Dec. 6,—The success of the aerial mail service now is assured. The Post Office Department is making elaborate plans to extend it throughout the country. In accordance with the plans, the War Department has released for this work one hundred De Haviland Fours and twelve Handley Page machines. The De Havilands have a carrying capacity of four hundred pounds of mail each but certain alterations which have been planned will increase this.

Expert aviators are to be secured from the army and navy flyers. This will make for a strong and extremely capable personnel; and will enable the Post Office Department to annihilate distance, and cut delivery time between the principal commercial centers of the United States to an almost incredible degree.

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HIGH SEAS, DECEMBER, 6, 1918.

TO THE OFFICERS AND CREW

My hearty congratulations on the honor you are having in being on the ship selected as the best one to carry such a distinguished party as you now have with you.

While the size of the ship may have had something to do with it, I like to feel that her condition and her reputation were also factors. The condition and the reputation of a vessel depend principally upon one thing — the esprit of the officers and crew who put the vessel in condition and who carried on the work to be done in such a manner as to build up a reputation which few vessels, if any, could equal.

Under Captain McCauley I know that the good ship will live up to her reputation, and that The Hatchet which helped establish that esprit, which prevails on board, will continue to hew its way across the "briney" until peace is once more established.

It is my regret that I cannot be with you, but I am pleased that so many of you who made so many trips with me under war conditions can say with pride, as I do, — "I served on the GEORGE WASHINGTON" — and that you can also say, but with a greater pride — "We carried the PRESIDENT."

Edwin T. Pollock,
Captain, U. S. Navy.

[Editor's Note:—Captain Pollock was the Commanding Officer of the George Washington for one year less two days, ending Sept.29,1918. To him The Hatchet owes its origin and continuance.]

WORLD'S NEWS IN CAPSULE FORM

By Radio to The Hatchet

PARIS, Dec. 6—King Albert of Belgium and his party were given a royal welcome wheh they arrived at Paris yesterday on their way to the Peace Conference.

HAVRE, Dec, 6—An official Belgium Communique contains the information that they have occupied Nued.

WASHINGTON, Dec. 6—A resolution is being prepared by a member of the Senate inviting Marshall Foch to visit the United States.

ROME, Dec. 6—A dispatch from Constantinople states that Italian Marines have occupied the Venetian Palace which formerly belonged to the Emperor of Austria.

PITTSBURG, Dec. 6—A mail service by auto trucks was inaugurated yesterday between Pittsburg and Wheeling. The trucks which were formerly engaged in Army Service were the ones to carry the first big load between Ohio and Pennsylvania cities.

MUNICH, Dec. 6—Kurt Eisner, the head of the Bavarian Government telegraphed Chancellor Ebert at Berlin requesting a conference of the heads of the German States at Jena in order to discuss the publication of secret documents.

WASHINGTON, Dec. 6—The Cummins resolution calling for the appointment of a committee of eight Senators to attend the Peace Conference has been killed by unanimous vote of the Senate Foreign Relations Committee.

ENTERTAINM'NT PROGRAM

Saturday the Seventh

10:00 a. m. Band Concert.
2:30 p. m. Orchestra Symphony.
7:00 p. m. Theatre "Old Salt."
Orchestra and Singing
W. S. Hart in 'The Border Wireless
8:15 p. m. Martha Washington Theatre
Orchestra Selections
Charles Chaplin in 'Shoulder Arms'

ATTENTION OF THE CREW

Dr. Gray desires that all musical talent in the Crew report in crew space E-4 at 6:15 p. m.

"Your uniform admits you" to the Theatre "Old Salt"—but it must be a clean one and the uniform of the day.

ON THE SCREEN

MARTHA WASHINGTON THEATRE

OFFICERS' MESS HALL, B DECK
TO-NIGHT 8:15

FAIRBANKS at his best in
BOUND IN MORROCCO
An exceptional Fairbanks 4-reeler

CHAPLIN in A DOGS LIFE
The Inimitable Charlie Finds Fido and a Fortune

Music by the Mount Vernon Symphony Orchestra

THE THEATRE "OLD SALT" — **TO-NIGHT 7:00**

ASSEMBLY HALL E-3

The Popular Movie Star
CHARLES RAY in
THE FAMILY SKELETON
[FIVE REELS]

The Screaming Sennett Comedy
A PULLMAN BRIDE

Crew Singing Before the Pictures

The Largest Circulation On The Atlantic Ocean

THE HATCHET

Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 9 Saturday, December 7, 1918 No. 3

MANY NOTABLES BESIDES PRESIDENT ON GEO. WASHINGTON

Cabinet Members - Diplomatists - Ambassadors - Army and Navy Officials

It is probable that not for five years has any group of such important personages entrusted their lives in any single vessel to the dangers of the deep as the representative assemblage who are undertaking this voyage.

Besides the leading figure in the eye of the present world and his staff are ambassadors to England and from France and Italy. Distinguished officials of the army and navy, well known publicists and specialists are also among those to be found on the decks of this ship.

That the larger reading public of The Hatchet may know of their identity, a much abbreviated list of the more distinguished passengers follows:

The President.

Mrs. Wilson.

The Honorable Robert Lansing, Secretary Of State.

Mrs. Lansing.

The Honorable Henry White, Ex-Ambassador to France.

The Honorable John W. Davis, The American Ambassador to Great Britain.

The French Ambassador

and Mme. Jusserand.

The Italian Ambassador.

and Countess Macchi di Cellere.

Admiral Harry S. Knapp, U. S. N.

Rear Admiral Cary T. Grayson.

Captain Pratt, U. S. N.

Brigadier General Churchill.

Col. L. P. Ayers.

Mrs. W. S. Benson.

R. B. Fosdick.

Mr. George Creel.

PRESIDENT AT MOVIES ON THE HIGH SEAS

President and Mrs. Wilson headed the guests of honor attending last night's performance in the Martha Washington theatre. Both apparently enjoyed the entertainment very much. The stars of the occasion were Douglas Fairbanks and Charlie Chaplin.

Incidentally the work of the Mount Vernon Symphony Orchestra is a real feature of all the entertainments in this theatre. There are many professional organizations who could learn a good deal about music from them.

AIX-LA-CHAPELLE OCCUPIED

LONDON, Dec. 7.—Victorious troops have entered Aix-la Chapelle and have compelled the Prussians to doff their hats and pay respect to the uniforms of the Belgians. They have laid down a martial law in a proclamation in almost identical language to that which the Germans used in Belgium. The inhabitants are ordered to remain indoors at night.

CHILE - PERU APPROACH WAR

LIMA, PERU, Dec. 7,— The situation growing out of the dispute between Chile and Peru is gradually becoming more tense. The Bolivian Consuls have taken over all Pervian interests in Chile and the entire Peruvian cabinet has resigned. M. Barreto has been commissioned to form a new cabinet. Meanwhile the preparations for war in both nations continue.

FRENCH PLAN DEMOBILIZATION

PARIS, Dec. 7, — Prem. Clemanceau will probably make an official announcement to the Chamber of Deputies on December 17th regarding the necessities of a prolonged armistice. He believes the demobilization of all soldiers in active service should be completed by April, the remainder to be mustered out as soon as peace is signed.

BUENOS AYRES, Dec. 7,— An earthquake has destroyed the town of Vallenar and partially destroyed Capiapo in Chile killing one hundred persons. In the devastated districts bodies of men women and children are still buried in the ruins. The shocks continued four minutes and the disturbance was unusually severe.

LLOYD GEORGE EXPLAINS CABINET POLICY ON PEACE

Punishment for Murders on Sea and Land - Indemnification - Land for Troops

By Radio to The Hatchet

LONDON, Dec. 7—Premier Lloyd George, in a political address today, lifted a part of the veil of secrecy that has surrounded the attitude of the British coalition government toward the coming peace conference. However the Premier continues significantly quiet regarding the proposed League of Nations with its accompanying general disarmament.

Summed up the British attitude on foreign matters as outlined in his address is as follows:

First—The Kaiser must be subjected to the doctrine of personal punishment for personal guilt.

Second—All responsible for the murders at sea and for the maltreatment of prisoners of war must be held answerable for their crimes.

Third—The Central Empires must pay the cost of the war and a joint commission will decide amounts and methods of payment.

Fourth—Government land must be given to soldiers and sailors and national resources must be developed to the utmost in conformity with a program of intensified industrial development.

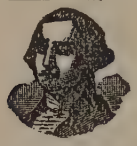
The failure of the Premier to make Great Britain's position on what admittedly is the greatest problem that the peace conference must settle, establishment of the League of Nations to provide absolute and impartial international justice, has displeased the London newspapers. The Times, owned by Lord Northcliffe, in endorsing the League says it is the most important matter to be decided and declares that it should be so organized to insure justice, repress wrong doing and guarantee the sense of international security which alone can obviate the need of competing armaments. The British people are greatly in earnest regarding the League of Nations.

"We Cannot Tell A Lie"

The Hatchet

Established February—1918

A DAILY NEWSPAPER
On the Way to France



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HIGH SEAS, DECEMBER, 7, 1918.

EDITORIAL

New York Times: "Yesterday as he sailed away he was saluted by more varied tumultuous expressions of good wishes than ever fell upon the ears of a departing traveler. It was universal, genuine, hearty, unmistakable. Above all things which inspired the people to wish their country's head godspeed is the wish that he may accomplish two purposes which they have at heart; first, that he may exert upon the conference an influence of unselfish spirit and ideals declared and based upon the earnest hope that the peace attained will be enduring because based upon justice and righteousness. The other is that the President's communion with representative men of the nations that have faught with us for triumph of right over wrong may promote good understanding and lasting friendship for the world's welfare. The country's good wishes go with the President."

The Washington Evening Star professes the belief that when the conference comes to the question of the future ot Turkey, figures regarding cruelties in the Ottoman Empire will be available and will have a direct bearing upon the decision reached. the slaughters were instigated and per- Accurate reports are impossible but mitted by the government at Constantinople. Germany had a hand, but the Turks shouldn't escape punishment.

WAR WORK FOR PEACE TIMES

Forward on B deck, in the reference and map room, there is an unpublished story of the war more graphic and convincing than the printed words. It is a story of achievement told in mute lines and symbols on a series of charts but it covers probably every phase of America's activities as well as those of the Allies.

One may see at a glance what the terms of the armistice did to the military power of Germany; exhibits show the fluctuating power of all the nations engaged in the struggle — a steadily mounting line on one side and and a steadily decreasing one on the other.

Large maps elaborately colored show the areas of the world to be made over by the coming peace conference. One may comprehend at a glance how the map of Europe may be rearranged by the Congress of Versailles, and what are the racial and linguistic divisions of the people invo v d.

All these exhibits represent a tremendous amount of labor, mental and physical. They are a picture of achievement which was difficult; they tell the story of blazing a new trail by the Military Intelligence Division of the General Staff.

They have been prepared by a staff of officers of the Positive Branch of the Military Intelligence Division, General Staff in collaboration with the best equipped experts on economic, psychological, political and physical phases of the war.

One of the most important phases of work upon which the Intelligence Bureau now is engaged will, when completed, give to the army the most complete equipment of military hand books and manuals in existence. They will provide the most detailed information to co-relate with military operations or administration in any country to which the armed forces of the United States might be called.

The exact nature of the Information contained in these works is necessarily largely confidential but there is no secret of its existence. The officers in charge already have supplied the American expeditionary forces in Russia with information so complete and far reaching in every detail that allied officers have made representations for extracts and copies desiring to supply its forces with the same works.

As the monographs and hand books are completed they will be issued and in them all officers down to company commanders may find reliable and carefully investigated information of the highest value in their operations. Baedeker, until now, seems to have held the record for works of this kind- Those who have seen the American productions say they are incomparably superior.

Sunday Hours

December Eighth

9:30 a. m. Sacred Concert
Ship's Band

10:00 a. m. Crew Church
Assembly Hall E-3

11:00 a. m. Ship's Church
Officers' Mess Hall

2:30 p. m. Recital
Symphony Orchestra

8:15 p. m. Crew-Sing
Assembly Hall E-3

[The passengers are invited to meet with the Crew for this "Sing". Seats will be reserved for them.]

ON THE SCREEN

MARTHA WASHINGTON THEATRE

OFFICERS' MESS HALL, B DECK
TO - NIGHT 8:15

'SHOULDER ARMS'

Charlie Chaplin in his Masterpiece.

A Riot of Fun

Trench Life De Luxe

The only picture that ever appeared at The New York Strand for four weeks.
This evening it concludes its seventh week's showing at the Broadway Theatre.

THE THEATRE TO-NIGHT
" OLD SALT" 7:00
ASSEMBLY HALL E-3

Seats Will Be Reserved For
RADIO MEN at

THE BORDER WIRELESS

In which William S. Hart Appears True to Form.

OH DOCTOR
Fatty Arbuckle Comedy

THE PRESIDENT'S FLAG

Borne overseas for the first time on the *George Washington.*

(Photo by courtesy of the International Film Service Co.)

(Copyright, Underwood & Underwood, N. Y.)

A CORNER IN PRESIDENT WILSON'S "SEA WHITE HOUSE"

This shows President Wilson's private desk. Attached to the wall is the wireless telephone through which the President kept in touch with Washington while on the trip across.

The Largest Circulation On The Atlantic Ocean

THE HATCHET

Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 9 Sunday, December 8, 1918 No. 4

PRESIDENT MEETS WITH THE CREW IN CHURCH SERVICE

President Wilson attended church services this morning in the enlisted mens' assembly hall on one of the lower decks. Accompanied by Mrs. Wilson and Admiral Grayson the President came at the opening of the services and stayed until the end. His voice could be heard by those about him in the singing of the hymns and also in the recital of the Apostles Creed.

When in Washington the President makes it the rule to attend church services every Sunday with Mrs. Wilson. Sometimes he attends his own church and at others, Mrs. Wilson's.

Today Chaplain Bloomhardt had prepared a sermon for the enlisted men before he knew the President would attend services, but he made no change in his text and the President was an attentive listener.

After the services the President went on deck for a constitutional. It is his custom never to work on Sunday and to take only light recreation.

MEXICO BACK ON FRONT PAGE

WASHINGTON, Dec. 8—Advices from Mexico contain the information that trouble is brewing in that land again. It is reported that General Villa is gathering men in the mountains of the northern provinces.

BRITISH WARSHIP HITS MINE

LONDON, Dec. 8—It has definitely been settled that eleven lives were lost when the British warship Cassandra hit a mine in the Balti Wednesday night and sank. The remainder of the crew were rescued by destroyers.

WASHINGTON, Dec. 8—Prince Yorihite Higashi Fushima, cousin of Japan's Emperor, and a commander in the Japanese navy, reached here today for a tour of the United States. In the absence of President Wilson he was officially welcomed on behalf of the nation by Vice President Thomas R. Marshall.

WAR A FAILURE IF NO LEAGUE OF NATIONS SAYS TAFT

Expects Public Men of All the Nations To Back Up Its Essential Features

By Radio to The Hatchet

New York Dec. 8,—Unless a League of Nations grows out of the coming peace conference in France the war will have been a failure is the opinion of former President Willlam Howard Taft.

The former President told the Lotus Club that in his opinion the prominent public men of all of the allied countries will back the proposal in its essential features.

He takes direct issue with his former Secretary of State, Senator P. C. Knox, who has advocated an immediate winding up of the war allowing the question of the League of Nations to be discussed leisurely.

The League to Enforce Peace has adopted a general program designed to promote advocacy of the formation of the suggested League.

LONDON, Dec. 8—Count Wilhelm Hohenzollern is quoted in the Daily Mirror as having said, "I will reserve comment on the criminal charges which are being made from all sides until these charges are actually brought against me. When I must face them I must be loyal to the present German government." The deposed Emperor is greatly dejected and spends almost his entire time in writing.

NEW YORK, Dec. 8—The Commercial Cable Company through its counsel, Charles E. Hughes has applied to the Federal District Court for an injunction to restrain Postmaster General Burleson from retaining its cables and "such other relief" as that court may direct. Meanwhile the Postmaster General has ordered the Commercial and Western Union cables to be consolidated and has named George G. Ward to be General Manager of the united lines.

AMERICANS ADVANCE THROUGH GERMANY ON SCHEDULE TIME

By Radio to The Hatchet

WITH THE AMERICAN ARMY OF OCCUPATION, Dec. 8,—The third American army, proceeding through the valley of the Moselle, has now occupied more than half of the Prussian territory assigned for it to hold.

The line now established runs through Udelhoven, Oocweller, Laubach, Driesch, Todanroth, Neider and Worresbach. The third army is proceeding exactly on schedule and as each Prussian town is occupied it is heavily garrisoned and every possible precaution is taken.

Generally speaking the advance of the Allies into German territory is proceeding like clock work. The British forces have entered and occupied Cologne. The armies of occupation are rigidly enforcing military discipline and are keeping the inhabitants in their houses after dark. There has been no trouble of a serious character reported from any point.

WORLD REVOLUTION PLAN NIPPED

STOCKHOLM, Dec. 8—Mystery surrounds the seizure here of a large quantity of documents in a raid on the headquarters of the Radical Socialists. It was reported that among these papers were complete plans for a world wide revolution. Just what was involved in the general scheme, and the identity of the leaders, have not yet been revealed. It is understood, however, that the various governments affected have been put in full possession of all the facts and that wholesale arrests of those implicated can be expected.

Whether this proposed movement was connected with the I. W. W. movement in the United States is not yet known. At the recent trial of William D. Haywood, Secretary-Treasurer of the I. W. W. at Chicago evidence was produced that showed Haywood had representatives in Stockholm endeavoring to bring about a common understanding between the anarchists of Europe and the I. W. W. of the United States.

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HIGH SEAS, DECEMBER, 8, 1918.

EDITORIAL

LONDON TIMES: Dec.8,It is gratifying to learn that an agreement has been reached and the next step will be friendly exchanges between Lloyd George Clemenceau and Wilson. After which Wilson will necessarily find himself in a far better position to make up his mind on practical problems to be solved and to adjust his policy, than had he remained in the White House.

The DAILY MAIL says it understands Great Britain fixes its indemnity to be demanded from Germany at eight billion pounds or forty billion dollars, and that the French figures will exceed that total.

GREETINGS FROM SCANDINAVIAN DELEGATION

NEW YORK, Dec. 8,—The Scandinavian journalists who are visiting the United States as guests of the Government have sent the following wireless to President Wilson on the transport George Washington:—

"To the President of the United States:-
Delegation of journalists from the Scandinavian countries, now safely in New York, as guests of your generous and glorious nation, send heartiests greetings to Mrs. Wilson and yourself for a happy and speedy voyage."

[signed]
"Engscome," for Sweden
"Marett," for Denmark
"Tvedt," for Norday.

THE ORCHESTRA

The George Washington Orchestra is one of the finest in the world. This statement is not merely the judgment of The Hatchet musical critic but is the boiled down opinion of every notable aboard, interviewed privately by The Hatchet reporters.

There are twenty reasons why the George Washington Orchestra is a wonder. Each of these plays something and plays it fine.

The first reason for our great orchestra is F. J. Felber, Jr., of Chicago, the leader. For five years he was a member of the Chicago Symphony Orchestra and for two years one of "The Berkshire String Quartette."

It is impossible for The Hatchet to give the record of each of the twenty boys who have temporarily abandoned musical careers to help their country in its job of winning the war. Most of these fellows, however, yielded positions of importance in the Chicago or Philadelphia Symphony Orchestra when they enlisted in the Navy.

Among them is a Concert Quintette, including John Doane who has appeared in concert work all over the country, starting in Raldalls Grove, Ohio, when he was a few minutes old; Carl Fasshauer of Philadelphia and a violinist in the Philadelphia Symphony orchestra; Walter Brauer, of Jersey City, N. J. a cellist of renown; and Robert Dolejsi, Chicago, one of two Americans ever awarded the Royal State Diploma in the Master Class for Violinists in the Royal Conservatory of Music at Vienna.

These men, playing at intervals throughout the day, add materially to the pleasures of this famous voyage, take the minds of the passengers off the waves and other troubles—and keep the meals from hoisting anchor when the water is rough.

THE NEXT GERMAN NAVY

ASSEMBLY HALL
TO-NIGHT 8:15

FOR ALL HANDS
SONGS

A Sunday Evening
In the Navy
Made Up From
The Band
Song Hits
20 Min. Movie
and
Picture Songs

Seats Will be Reserved For the Passengers Who May Enter From the Forward Stairway

ATHLETIC CARNIVAL
Monday Afternoon
2:30
OPEN AIR ARENA
After Hatch No. 5

STEFFANO, (W. T.)
WILL MEET
SIEBERT, (M. A. A. 1c)
IN A
SPARRING BOUT

BAKER (E 1c)
VS
RUPENIAN, (Sea)
IN A
WRESTLING MATCH

Second Sparring Bout
SCANLON, [Sea] Vs
MANCUSO, [Sea]

6 MESS ATTENDANTS 6
WILL COMPETE
IN A
PIE EATING CONTEST

MUSIC FURNISHED BY
THE SHIP'S BAND

Purses Have Been Made Up for Each Winner
BEST SEATS ON B DECK AFT

The Largest Circulation On The Atlantic Ocean

THE HATCHET

Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 9 Monday, December 9, 1918 No. 5

PRESIDENT SPENDS SUNDAY EVENING IN OLD NAVY FASHION

Sings With Boys of Crew and Shakes Hands With "All Hands"

Sunday evening President Wilson unexpectedly, and unannounced attended the song service of the enlisted men in the lower assembly hall. The President had attended morning church services with Mrs. Wilson and Admiral Grayson, and he probably had not intended to go to the evening's gathering until he heard the orchestra which usually precedes the singing by the crew. The President enjoys singing and decided at once to go.

During the program which lasted nearly an hour the President joined heartily in the singing and his voice could be heard with those of the men about him. Between the songs there was a motion picture which the President remained to see.

And here it is permissible to tell a little secret—it was a most unusual thing for the President to attend a motion picture on Sunday. While at home in the White House the President seldom works on Sunday and never goes in for amusement, even foregoing his favorite recreation of golf.

But in true democratic fashion he always fits his personal convenience to the circumstances of the occasion, and he enjoyed the motion picture as much as anybody. When that was over, the President held an impromptu reception shaking hands with all the men present, and at the end the men gave him three cheers and tiger which resounded all over the ship. As he was leaving the hall the Quartette sang the Princeton University song "Old Nassau" which both delighted and thrilled the President. From the expression on his face it seemed to have brought back pleasant reminiscences of former days.

PARIS, Dec. 8,—A Havas agency despatch says that one officer and six men from the American destroyer Lansdale were drowned while attempting to rejoin their ship.

TO AMERICANS FALLS HONOR OF ENTERING COBLENZ

Use German Railroads For First Time at Request of City Fearing Riots

By Radio to The Hatchet

WITH THE AMERICAN ARMY OF OCCUPATION IN GERMANY, Dec. 9—The honor of occupying Coblenz went to a battalion of the 39th regular infantry. It entrained at Treves on Sunday and proceeded at once to the fortified city four hours away. The occupation was made much earlier than had been planned, the premature taking over of the city being on the direct request of the German authorities who were apprehensive that rioting would follow the departure of the German garrison.

This is the first time in the occupation of Prussia that the American army has utilized the railways for the transportation of troops. The battalion sent forward took possession of the City Hall and threw guards about the public buildings. Meanwhile the entire third army moved forward in the usual manner toward the city.

There was much natural curiosity among the inhabitants of Coblenz over the Americans but there was not the slightest evidence of disorder. General Pershing's orders against anything but the most formal relations between the army of occupation and the people is being rigidly enforced by all troop commanders.

GEO. WASHINGTON PASSENGERS TAKE NOTICE

NEW YORK, Dec. 8,—Heavy storms sweeping the Atlantic steamship lanes have demoralized ocean traffic. Of forty-two steamships due to arrive here Saturday and Sunday only three had been heard from up to late Sunday. It is believed all are delayed by heavy seas.

U. S. AND ARGENTINE OFFER MEDIATION TO CHILE AND PERU

South American Crisis Seems To Be Passing — Extreme Measures to be Avoided

By Radio to The Hatchet

SANTIAGO, CHILE, Dec. 8 — There seemed a strong possibility today that the threatened war between Chile and Peru might be avoided. The American Ambassador to Chile has tendered his good offices to mediate the questions in dispute between the two nations. At the same time the Argentine government has offered to assist in every possible way.

The cabinet was called to meet in special session today to consider the offer. In addition it was to confer with special committees of the Senate and Chamber. Opinion in Congress is divided regarding the best policy to be pursued but there is a growing feeling in both nations against extreme measures.

It was considered possible today that a joint mediation plan participated in by the United States, Argentine and at least one other South American republic might be accepted.

LLOYD GEORGE PRAISES BRITISH NAVY

LEEDS, ENGLAND, Dec. 8,—"I will never forget President Wilson's reply to my request for 120.000 infantry and machine gunners to help ths Allies," said Lloyd George at a meeting here.

"I had asked for speed. He replied:—"Send your ships and we'll send 120,000 men." This was done. British vessels carried some 1,100,000 of the 1,900,000 men the United States sent across. Good old ships of Britain have saved liberty to the world many times."

LONDON, Dec. 8, — That Holland will surrender the Ex-Kaiser and former Crown Prince for trial should the Allies insist but that she will first ask that they be interned permanently in the Dutch West or East Indies where they would be guarded by Dutch warships is reported by the Amsterdam correspondent of the EXPRESS.

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HIGH SEAS, DECEMBER 9, 1918.

EDITORIAL

A special cable to the NEW YORK TIMES quotes a well known Englishman as saying that the British attitude toward President Wilson's visit to Europe is neither one of doubt nor suspicion but is one of intense curiosity. The SPECTATOR is quoted as declaring that the British recognize that any treaty agreed on must have Republican support in the Senate inasmuch as a two-thirds vote is necessary to ratify. It believes that the attitude of the Republicans is most friendly toward British and French aims.

"It is well understood that we can approach the peacc conference with all confidence", says the newspaper. "Our position, and that of France, is one of great power which we must not abuse or fail to use."

West Minster Gazette: Dec. 8,—We have only the barest indication of what the President means by freedom of the seas. Some interpretations are inadmissable, but it is hoped that when the President argues the questions he will acknowledge sea warfare to be but one phase of warfare.

London papers claim to have the information that the trial of the fugitive Kaiser will be held at Versailles.

NAVY TO HAVE 1300 SHIPS

WASHINGTON, Dec. 9—The first figures showing exactly the plan for the increase of the naval establishment were furnished the House Naval Affairs Committee on Saturday by Admiral Griffin. By July 1, 1920, he explained, the navy will total 1,291 vessels. Of these there will be forty first class battleships and 329 destroyers.

Admiral Taylor told the committee that contracts for twenty-nine ships authorized by Congress are still to be placed. These include the five battle cruisers authorized in 1916 on which work was not begun because yard space was needed for other purposes.

CREW PREPARING FOR SHOW

The dramatic members of the crew are busily engaged in the preparation and rehearsal of the "Show", which being staged in the Theatre "Old Salt" for Tuesday evening. The musical numbers and the skits are being rehearsed under the direction of Dr. Gray and Phil Dunning, late of "Biff Biff Bang". Some unexpected difficulties have been encountered in selecting the female chorus because of the tattoo marks on arms and shoulders. The rehearsal was delayed this afternoon for half an hour by the leading chorus lady who was later found in the barber shop. The show has developed some wonderful soubrettes who walk in our midst unrecognized and here to fore unacclaimed.

ENTERTAINM'NT PROGRAM

Tuesday the Tenth

10:00 a. m. Band Concert.
2:30 p. m. Orchestra Symphony.
6:15 p. m. Theatre "Old Salt."
Musical Gambol
8:15 p. m. Martha Washington Theatre
Douglas Fairbanks in "Say Young Fellow" and Chaplin in "The Pawn Shop."

ON THE SCREEN

MARTHA WASHINGTON THEATRE

OFFICERS' MESS HALL, B DECK

TO - NIGHT 8:15

William S. Hart

IN

THE BORDER WIRELESS

Bill Hart, The Wild Westerner Breaks up the Favorite Hun Game

Crew Report it Fine Show.

"Great Stuff", says Eukalele Mike"
"Better even than Irisher Yiddisher shows," says Kalish
"Sho' nuff thrillin", says Jenkins

PRECEDED BY

TWO REELS OF FUN

AND INTERSPERSED BY

ORCHESTRA SELECTIONS

THE THEATRE TO-NIGHT
"OLD SALT" 7:00

ASSEMBLY HALL E - 3

DOUGLAS FAIRANKS — A MODERN MUSKETDER

IN

ARE WAITRESSES SAFE?

Sennett Comedy

TUESDAY NIGHT, THE BIG SHOW

THE MAIN TROOP MESS HALL IN ACTION,
RETURNING FROM FRANCE

THE X-RAY PLANT

VIEW OF PART OF THE GALLEY

VIEW IN THE SICK BAY
Wounded Soldiers Returning from France

The Largest Circulation On The Atlantic Ocean

THE HATCHET

Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 9 Tuesday, December 10, 1918 No. 6

AZORES GREET PRESIDENT'S EYE IN MORNING HOURS

First Land Sighted Gives Beautiful Picture and Is Welcome Scene to All

President Wilson had his first glimpse of land since leaving New York today as the ship rounded the Azores and continued on the last leg of her voyage to Brest.

At early dawn some of the American destroyer flotilla from the naval base at Punda del Gada appeared on the horizon coming to meet the Washington and her convoy. The morning was cloudy and the islands lay off in a low hanging mist As the coming destroyers wheeled and fell in abreast of the big Pennsylvania the outlines of the islands became visible and the President with Mrs. Wilson went on deck with glasses to see land and possibly catch a glimpse of the naval base which the United States has established there as one of the links in the chain of submarine defense on the Atlantic.

The surf was breaking up and down the coast throwing a long white line at the base of the green hills. These rose in the background to prettily platted fields. Little towns with their houses of white with roofs of red and green added to the colorful picture.

As the George Washington and her convoy got within full sight of shore a Portugese boat running out to meet them fired a salute which was followed by a presidential salute of twenty one guns from the George Washington while the guests and crew of the ship lined the rails. After the salute was fired, the accompanying destroyer spread out in a wide column five abreast ahead of the Pennsylvania with the George Washington following and so continued on toward France.

No stop was made because the George Washington is too heavy a ship to put in there, and also because the schedule which has been planned for the President's arrival in France would permit no delay.

STEELE, MARINE GAINS DECISION OVER NAVY LAD

Rupenian Throws Baker - Levius Wins In Heroic Contest Over Pies

Three snappy fistic encounters, a wrestling match and a pie eating contest for dessert enlivened yesterday afternoon for the passengers and crew.

The athetics were staged by the crew on "C" deck and a full house was in attendance on all decks. Ringside seats went at a premium. The ships' band played soothingly between blows and falls during the meet. The pie-eating needed no orchestral accompaniment. Casualties were equally divided between the pie-eaters and the fighters though the former suffered more facial blemishes than the latter.

As observed by the sport expert of the Hatchet, the first bout—between Scanlon and Mancuso—was rightly judged by the referee in favor of Scanlon. He forced all the fighting and while Mancuso got in the two cleanest hits of the bout, his opponent had the edge by and large.

The second match—between Seibert and Armstrong—should in our humble opinion, have gone to Armstrong. He didn't get any more hits than his opponent but he registered a lot more laughs. On total points he should have been awarded a sufficient sum more than even break in the money to pay the entrance fee for a good comedy. We should like to see Armstrong in action again.

Jeffries and Myers staged a good bout, Jefferies bringing home the chicken in the form of the decision and $5.00 trimmings.

The real fight of the day, however, was that between Damoyanic, U. S. N., and Steele, U. S. M. C. The latter lived up to the fighting slogan of the Marines and despite the handicap of a pair of No. 10 shoes which found difficulty in sticking to the canvas, got the decision on superior slugging. What this bout lacked in skillful fighting it made up in heavy, long range artillery. The navy representative was terribly handicapped in having a name almost too long to carry in a fast fight.

The wrestling match was a good exhibition between Rupenian and Baker, the former winning on a hold which the Hatchet editor was unable to see because Mrs. Jusserand's hat was in the way and on either side of it were passengers who were leaning further over the aft rail of C deck than the short legged, short necked, short sighted scribe was able to do.

As for the pie eating contest, it was heard but not seen by the Hatchet reporter. From the sounds eminating from below however it was obvious that Benj. Levius was winning the contest and this was later confirmed by the referee who was alongside the bout.

It was a bully afternoon and a good time was had by all.

MANY KILLED AND INJURED IN BERLIN STREET FIGHTING

Police Interfere in Munich Also Between Radicals and Non-Socialists

By Radio to The Hatchet

LONDON, Dec. 10—Advices from various sources indicate that the situation within Germany still remains dangerous. Government troops and groups of so-called Sparticus followers, including many supporters of Dr. Liebknecht and other radicals, have participated in a series of bloody clashes. In fighting that took place in the streets of Berlin last Friday it now is known that 28 were killed and 48 wounded. The Spartacus group were completely routed.

Radicals attacked non-Socialist groups in Munich and broke up planned meetings finally compelling the police to order the removal of all flags excepting the red ensign of "internationalism" from all public buildings in the city.

Chancellor Eberts has been compelled to bring strong additional forces into the city to cope with the Berlin situation. The Liebknecht followers seem bent on organized revolution and one report said that the Reichstag building had been captured by the radicals.

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Capt. Edward McCauley, Jr., Commanding
Chaplain P. F. Bloomhardt, Managing Editor
Assisted by a board of editors from the passengers enroute.
Printed in the Ship's Printing Office by a force of Navy printers.

Contributions welcomed; address
The Hatchet, care Ship's Post Office

HIGH SEAS, DECEMBER 10, 1918.

WORLD'S NEWS IN CAPSULE FORM

METZ, Dec. 10—General Petain was the recipient of the baton of a Marshal of France at the opening of the ceremonies formally transferring Alsace-Lorraine back to France. President Poincaire, Premier Clemenceau, Marshals Joffre and Foch, Sir Douglas Haig and General Pershing were present.

PHILADELPHIA, Pa. Dec. 10—Charles M. Schwab, former head of the Emergency Fleet Corporation, has resumed his active duties as head of the Bethlehem Steel Corporation.

WASHINGTON, Dec. 10—The Republican National Committee has a deficit of $22,635 as a result of its last successful campaign for control of Congress. Its total expenditures were $794,400.

SAN JUAN, PORTO RICO, Dec. 10—The University of San Juan has asked the legislature to appeal to President Wilson and Congress to grant complete independence to Porto Rico.

WASHINGTON, Dec. 10—General Pershing reports that units of the American third army have reached the line of Meclemheim-Kempenich while south of the latter place the American line remains unchanged.

VAIL WON TO GOVERNMENT OWNERSHIP

WASHINGTON Dec. 10— Theodore N. Vail, head of the Bell Telephone and Western Union lines, heretofore an opponent of government ownership, has declared squarely for a single headed control under the government, of all marine cables, land telegraph and telephone lines and the like. This is absolutely necessary, he has told Postmaster General Burleson in a letter yesterday, in order that efficiency be increased and operating expenses lowered.

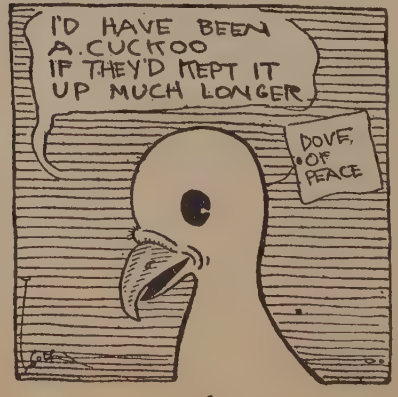
Vail desires new cables opened to the east coast of South America. Meanwhile an Ottawa dispatch says that Great Britain may protest taking over of cable lines by the United States on the ground that the Canadians have a big financial interest in Commercial Cable Company and that the lines passing through Canada and Ireland are, in effect, a part of the British system.

FAME OF G. W. SHOW REACHES BROADWAY

News just flashed across the wire, infers that New York ticket speculators have attempted to corner the ticket market for the Big Show tonight. It is admitted that there is a wild clamor for choice seats, but it is positively impossible to buy a ticket for the big extravaganza. There will be no tickets, nor will taxi cabs be permitted to park in either approach to the "Theatre Old Salt."

Madam C. Sharp Minor has given a finished vocal rehearsal to the chorus girls while Mmle. Corsetto's retinue of Modistes have completed the finishing touches to the elaborate wardrobe.

All of which suffices to say that Ziegfeld's Follies can well beware.



THE THEATRE TO-NIGHT
"OLD SALT" 6:30
ASSEMBLY HALL E-3

A Mammoth Musical Production of
"UNCLE TOM'S STATEROOM"
(Written and Staged by Philip Dunning)
Girls - - Girls - - Girls - - Girls - - Girls
See Eva die and go up to Heaven.

"MOONSHINE"
That wonderful playlet of the Southern Mountains with
A. E. O'Hare and William Ahearn.

The U. S. S. George Washington Four

THE SPANISH DANCER
"Fatima" Kramer

THE BELLE OF HAWAIA
"Mecca" Snyder

The First Time on this Ship
THE MASTER MINDS
O'HARE AND AHEARN
Leave your secrets in your Sea-Bag
They know everything.

A two hour show for a smile.
50 People Mostly Girls 50

MARTHA WASHINGTON THEATRE

OFFICERS' MESS HALL, B DECK
TO - NIGHT 8:15

FAIRBANKS in
SAY YOUNG FELLOW

CHAPLIN in
THE PAWN SHOP

The Largest Circulation On The Atlantic Ocean

THE HATCHET

Published On The High Seas

You Can Mail The Hatchet To The Folks Back Home

Vol. 9 Wednesday, December 11, 1918 No. 7

FIRST NIGHTERS ENJOY MUSICAL EXTRAVAGANZA

Dramatic Critic Attends - Seats Reserved To-night for Guests at Second Performance

A dash of Broadway was served up last night to officers and crew of the George Washington in E-3. There was everything on the bill from Salome to musical comedy with the latter adding a few cabaret stunts to make the boys feel at home.

The "Jacks" passed on the output last night. It will be placed in review before President Wilson and the other passengers tonight.

Of course the dramatic critic of The Hatchet attended the opening night last night and sat in the front row—a perilous place believe us. For the benefit of those who will be honored tonight he promises a treat. The first two acts—consisting of songs by the crew glee club and the ship "four" are, as usual, good.

"Three fingers" of comedy-drama is afforded in "Moonshine" acted by A. E. O'Hare and William J. Ahearn, two stage celebrities whose careers in the Brooklyn navy yard were sacrificed in order that they might entertain the crew of this vessel.

"The Belle of Hawaia" is a sweet passionate thing, weighing not a pound over 275 and dancing with all the grace of the Pennsylvania on a stormy sea. "She"—C. M. Snyder—is accompanied by "her" own company playing everything from the eukalele to the dinner horn. "She" carries fifty pounds of make-up—just enough to go around.

"The Master Minds"—O'Hare and Ahearn—pulled the well known mind reading stunt, telling what everyone's right name is, what girl each is hoping to hear from and how soon each will get his release from the Navy.

The hit of the show, however, is the last act — a musical comedy entitled "Uncle Tom's Stateroom" for which much credit must be given to the one who staged it — Philip Dunning, C. B. M. We're not going to tell much about this act because it wouldn't do to give away the fine points. There are plenty of girls however and one of them last night "fell" for Gilbert F. Close, the President's confidential stenographer, and a guest of The Hatchet critic during the performance. During the stunts this "girl" dashed from the stage and swept into the arms of Close—much to the chagrin, we may add, of the critic, who sat next to him and must report to his wife and several children on his behavior during this voyage.

Harold Armstrong, the bird who pulled the comedy stuff during the boxing bouts Monday, stars in "Uncle Tom's Stateroom". All should see him tonight. He might stage a Patti and never appear again after this evening's performance.

PEACE CONFERENCE NOT TO MEET UNTIL AFTER JAN. FIRST

Preliminary Conferences Next Week Important - Armistice To be Extended

Special for the Hatchet

PARIS, Dec. 11—Because of various unexpected developments it will be impossible for the formal sessions of the Peace Conference to assemble until shortly after the first of the year. The informal conferences, however, which are to be participated in by President Wilson and Premiers Lloyd George, Clemenceau and Orlando, will begin next week, shortly after the arrival here of the President. These conferences necessarily will be of paramount importance inasmuch as they must shape the program to be followed when the formal sessions commence.

It is expected that the armistice will be extended in the very near future. Advices from Berlin say that Matthias Erzberger, head of the German armistice delegation, has announced that the French government has asked the German High Command to designate delegates to meet at Treves on December 12 and 13 to decide on the extension which will probably be until February 1.

VICE PRESIDENT MARSHALL PRESIDES AT CABINET MEETING

Acts In Obedience to Request by President - Assumes No Official Duty

By Radio to The Hatchet.

WASHINGTON, Dec. 11. — Vice President Thomas R. Marshall has presided over his first cabinet meeting. He did so, however, at the request of President Wilson, made before the latter sailed. In calling the cabinet to order the Vice President outlined his position in a brief speech which later was made public from the White House. He said:—

"In order that my action shall not be misunderstood or misrepresented I would explain that I am acting in obedience to a request preferred by the President upon the eve of his departure. I am here informally and personally. I am not undertaking to exercise any official duty or function. I shall simply preside in an informal way over your meetings out of deference to your desires and those of the President."

NEW YORK, Dec. 11—More than ten thousand troops are due in New York harbor today on transports and hospital ships.

LONDON, Dec. 11—A despatch from the Daily Express states that Premier Lloyd George, Foreign Secretary Balfour and Chancellor Bonar Law are to be the British delegates to the Peace Conference. The appointment of labor representatives will depend upon the outcome of general elections.

ROME, Dec. 11—The Idea Nazionale wires that President Wilson is expected to arrive in Rome on December twenty-first. On the first day of his visit there will be held a military review during which occasion the flags of every Italian regiment which has participated in the war will be unfurled.

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HIGH SEAS, DECEMBER 11, 1918.

EDITORIAL

LONDON, Dec. 11 — The Morning Post declared editorially that the United States should continue in close association with Great Britain in the great task of guaranteeing the safety of the seas. As a world policy nothing could be more gratifying to the English people; and these arrangements could be made more effective in insuring world peace. The writer further stated that he believed America was laboring under an unfortunate misapprehension concerning the British naval policy as a result of the statements made by Winston Churchill, Minister of Munitions, and Ex-First Lord of Admiralty, whom he styles "a tactless, impulsive politician." When the English discuss the freedom of the seas they are inclined to think only of the German definition, which virtually means piracy; and therefore they find it impossible to relax the least precaution. "President Wilson's stand in favor of a three year naval program is heartily endorsed in England. If the League of Nations becomes a reality it will naturally allot the maintenance of the safety of the seas to maritime nations. No limitations of armaments can take the place of armed defense," according to the Post.

The Ship's Librarian requests that all passengers who have drawn books upon memorandum from the several libraries on board, return them at the post office before disembarking.

TAFT DENOUNCES BOLSHEVISM

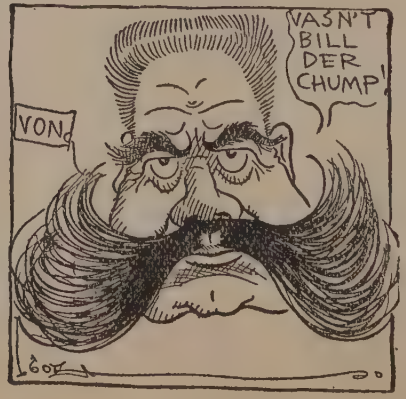
ATLANTICCITY, N.Y., Dec. 11.—Former President William H. Taft, in an address here, appealed for complete allied intervention in Russia. He declared that Bolshevism, no less than Prussianism, is the foe of the progressives of the world.

"The Bolsheviki is the enemy of human society," he said, "and we cannot deal with them in any other way than to apply to them the same cure that they would apply to the rest of the world. You cannot get rid of this doctrine in any other way than by shooting it out of Russia. When the shooting is to take place, or who is to do it is a question, but the Allies have taken over the responsibility and I don't see how they can avoid going there in sufficient force to justify the decent, God-fearing people of Russia in thinking we are interested in their welfare and are sending a force to enable them to set up a real government, representative of the people and not a government by a minority of murderers and doctrinals. The only way you can do this is by forming an international police force."

DEAD OR ALIVE

COPENHAGEN, Dec. 11 — Leipziger Tageblatt declares that the Kaiser has made a desperate attempt to commit suicide. The news was obtained from a German staff officer who, it appears, was wounded in an attempt to frustrate the Kaiser's design. The latter is said to be greatly depressed.

LONDON, Dec. 11 — The Amsterdam correspondent of the Daily Express advises that two German experts on international law are in conference with the ex-Kaiser who is dictating his autobiography which will be submitted in his defense if brought to trial.



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PRESIDENT VIEWS CREW'S ENTERTAINMENT IN "OLD SALT"

Uncle Tom is Sold Once More and Eva Re-ascends to Heaven

An audience that might have been seen at any theatre in Washington assembled last evening in the Theatre "Old Salt" on E deck to witness the second performance of the vaudeville which had been presented the previous evening before an enthusiastic audience of sailors.

The President and Mrs. Wilson with their guest, Countess Cellere arrived at eight fifteen and were ushered to seats in the parquet that had been reserved for them.

The French Ambassador and Madame Jusserand arrived a few minutes later and were followed by many of the other distinguished passengers.

Captain McCauley entertained at dinner in his cabin, and afterwards attended with his guests, Ex - Ambassador White, Mrs. Benson, and Captain Pratt, U. S. N.

The Naval officers had a box party on the left side of the theatre, and the orchestra seats were quickly filled by the many civilians. When the doors to the pit were opened there was a grand rush of blue-jacketed gallery gods who were there with the applause.

The show was everything that the Hatchet's critic has described in a previous issue. Stage Director Dunning had made some decided improvements upon the performance of Wednesday evening and every number was applauded enthusiastically. O'Hare and Ahearn again mystified the audience and "Legree" Armstrong with the help of Eason at the piano was the big feature in the final number—a skit entitled "Uncle Tom's Stateroom"; this can be appreciated only if seen. A beautiful bevy of girls with dances and songs assisted little Eva to exit heavenward in a very realistic way and faithful Topsy ends Uncle Toms many years of atage suffering by purchase.

CLEMENCEAU AND DESCHANEL PRAISE ALSACE - LORRAINE

Describe the Forty-eight Years of Misery Under German Control and Influence

By Radio to The Hatchet

PARIS, FRANCE, December 11 — In the Chamber of Deputies Messrs. Deschanel and Clemenceau have paid fitting tribute to the people of Alsace and Lorraine. The Premier eloquently expressed the joy at Metz, Strassburg and Colmar when Alsace and Lorraine welcomed the representatives of the recovered mother country. In part he said, "A young girl of Alsace, when I alluded to her joy, said, 'We may laugh now, sir, we have cried enough'. This heroic sacrifice, which lasted for fifty years may be told some day. Some one ought to go into the homes of those people to see how and when the language was proscribed. But the remembrance of the mother country, France, was held dear. What crimes, what misery, what persecution!

The obligation of seeing their sons forced to wear the abominated uniform and to fight against their brothers of France was probably the bitterest torment that these unfortunate people had to suffer. And as I passed through the streets of Strassburg, Colmar and Mulhausen under the flowers thrown from the windows, I was thinking, 'And I did not know they were so great'. I knew they had never ceased to love France; but after forty-eight years of martyrdom at the time when the German papers were assuring them that France was ruined and Alsace irrecoverably overpowered, they showed they were worthy of victory."

JAPANESE ON WAY

SAN FRANCISCO, CAL., Dec. 8—The Japanese peace mission to France has sailed from Yokohama and is due here on Dec. 22 on board the Fonyemaru.

HEAVILY ARMED SUBMARINES SURRENDERED TO FRENCH

Four Turned Over at Cherbourg With French Flag Above German

By Radio to The Hatchet

CHERBOURG, Dec. 12—Four German submarines are today in port with the French flag hoisted above the German. They are the U-57, armed with two guns, the U-108, armed with two guns, the UC-58, armed with one gun and the UB-126, armed with one gun.

They arrived off this port convoyed by the Aoise Yser during Monday night and entered the dock yard the next morning. Vice-Admiral Royer had invited the Allied naval authorities to be present when the surrendered craft entered the harbor. All were present while the dock was lined with workmen.

A band played French tunes as the submarines steamed to the berths set aside for them.

GOUNTER REVOLT UNCHECKED

HAMBURG, Dec. 11—According to reports a counter revolution is in full swing at Potsdam. It is also reported that the main army has established headquarters in Berlin and has refused to recognize the authority of the Soldier's and Workmen's Council. The latter had announced a Bolshevist's "coup d'etat" to take place at Hamburg last night but the attempt was wholly frustrated, and a number of arrests were made.

HQRS. AT HOTEL CRILLON

PARIS, Dec. 8,—Col. E. M. House and Gen. Tasker Bliss have taken up their quarters in the Hotel Crillon where the American peace delegation is to be quartered.

It is expected that President Poincaire will give a luncheon in honor of President Wilson Saturday.

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FAREWELL

The George Washington has heretofore carried no passengers whom she was so sure of seeing again as those who are soon to disembark from this ship. Probably none of them go forth to encounter the dangers of those who have landed on all previous occasions. To only a few will "goodbyes" be necessary. Only a short interval of some seven thousand miles of travel will elapse before the George Washington will drop anchor again at Brest, prepared to speed our honorable guests homeward. For the present, as the people of America are doing, we express our hope that the great purpose which has prompted this voyage, may come to a successful issue.

The Managing Editor wishes to make due acknowledgement of the valuable and extensive assistance in the publication of this volume of the Hatchet, by Mr. Robert Bender of the United Press, Mr. John J. Nevin of the International News Service, Mr. L. C. Probert of the Associated Press.

LONDON, Dec. 11,— Premier Lloyd George speaking before representative woman declared himself in favor of equal rights for women as well as equality of pay for equal work. He also stated that he was in favor of equality of marriage laws.

PRO PATRIA

Public mention should be made of the work of many men on the ship who have contributed largly to the pleasure of the past week. The work of the orchestra and the theatrical artists has already been cited at length. The firemen and the deck forces have been doing their part in their own large way. The ship's band under the leadership of Bandmaster Osbourne has shortened the morning hours with daily concerts. Mr. Rose and his movie operators have spent many more hours in reviewing and preparing for the evening programs than were actually spent in the theatres. And in the ship's printing office a small group of men have been missing all the shows and music in order to accomplish what is believed to be a larger and more important amount of printing than has ever before been attempted at sea.

And finally only lack of space prevents us from making adequate acknowledgment of the many things that were placed on board for our enjoyment by interested friends before we sailed.

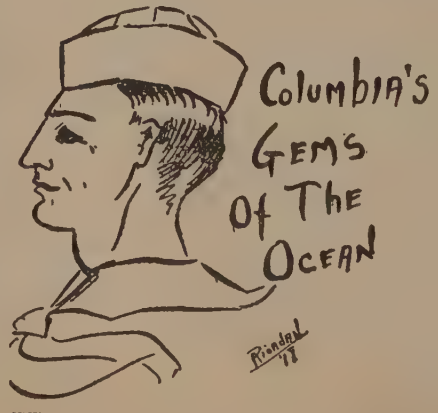
VALUABLE INFORMATION

Instructions have been received by radio to have all baggage clearly marked or tagged with the owner's name.

Only hand baggage may be taken in the compartments on the special trains from Brest to Paris.

In order to insure against possible loss hand baggage should be tagged as well as steamer trunks, etc.

F. M. PERKINS,
Commander, U. S. Navy.
Executive Officer.



ANOTHER BRITISH VIEW

LIVERPOOL, Dec. 11—Attorney General Smith declared that the British are bound to concede all that is possible to America in reference to the freedom of the seas; and that he would probably tell the Conference that he will be quite satisfied with such definition which would enable the British Navy, in case of future need, to carry out a joint program of action with America as has been followed during the last eighteen months, with such well known success.

ON THE SCREEN

MARTHA WASHINGTON THEATRE

OFFICERS' MESS HALL, B DECK
TO - NIGHT 8:15

GERALDINE FARRAR
IN
THE DEVILSTONE
ORCHESTRA

THE THEATRE TO-NIGHT
"OLD SALT" 6:30
ASSEMBLY HALL E-3

THREE SHOWS
DON'T FAIL TO SEE
CHAPLIN IN
SHOULDER ARMS
WOULDN'T YOU LIKE TO
SEE CHAPLIN SEA SICK?

AN ARBUCKLE COMEDY
OUT WEST

A SENNETT COMEDY
THE KITCHEN LADY

THE "GEORGE WASHINGTON"

By Captain Edwin T. Pollock, U. S. N.

OUTFITTING AS A TRANSPORT

When, on April 6, 1917, war was declared to exist between the United States and the German Empire, probably one of the greatest difficulties to overcome was the shortage of suitable, or even of any kind of, transportation to carry our new but rapidly growing army to France.

While a large number of German merchant vessels had been laid up in our harbors since August, 1914, practically all of them had been badly damaged by the Germans or by the German agents in this country, as soon as it was evident that the United States was going to war. Not only had the ships been damaged, but they had lain idle for nearly three years so that the machinery and boilers were in very poor condition. The damage that had been done was such that the Germans thought that no use could possibly be made of the ships until it was too late.

The Huns failed to reckon on Yankee methods which, by repairing the cylinders, etc., of the main engines, put the ships in condition for service in from three to five months, instead of in a year or more, which would have been the case had not electric welding of the broken parts been made possible by those same despised Yankee engineers. How all the repairs to the *George Washington* were made (this ship was the worst damaged of any of the German vessels), is told in another chapter by the Senior Engineer Officer, Lieut. Commander J. J. Broshek, U. S. N.

Converting a gigantic ocean liner into a floating as well as a fighting hotel for about seven thousand men, with suitable arrangements for lodging as well as for feeding them was no small task. Moreover, all sorts of supplies had to be laid in not only for use in the commissary department but also for the upkeep of the ship. How all this was done is given in another chapter by Commander F. G. Pyne, Pay Corps, U. S. N.

Besides repairing the engines, and arranging for feeding the troops, various repairs were necessary in all other parts of the ship. All deck gear for handling cargo had to be overhauled, all lifeboats had to be outfitted, and a thousand and one other things done to put everything in ship-shape order, and then to keep it that way. This was done under the supervision of Lieut. Commander Alan S. Johnstone, U. S. N. R. F., who after thirty years of sea-going in the merchant marine was excellently qualified as "first lieutenant" and for any duty in connection with good seamanship, navigation, and up-keep of the ship. Like many other men who thought they had given up going to sea, he enrolled at the first call. Moreover, he continued duty with broken bones in his foot (caused by the anchor chain breaking when the ship anchored first in France), and for seven weeks, until his services could be spared, continued "on the job," when he was "laid up for repairs" during one trip.

Fortunately for the physical welfare of the ship's company and also for the welfare of those khaki clad men whose lives at sea were entrusted to the keeping of the Navy, the Senior Medical Officer, Commander J. F. Murphy, Medical Corps, U. S. N., was untiring in his efforts to see that the sanitary condition of the ship was as good as it was possible to have it. The "Sick Bay" was on the upper deck, and was a model which any ship would have done well to follow. An X-ray machine was presented to the ship by friends of one of the medical officers, Lieut. Commander W. S. Bainbridge, Medical Corps, U. S. N. R. F.;—a special outfit for the treatment of wounds was also given to the ship. A special diet kitchen was fitted out near the sick bay. In fact, outside of the regular hospital ships, no ship of the United States Navy could boast of as fine accommodations for the sick as could the *George Washington*. The hospital corps' men were given a special training at the various hospitals in New York, arrangements being made by Dr. Bainbridge. Later, all of the transports in port were required to follow the example of the *George Washington*, and send their men of the hospital corps to the hospitals for training.

ORGANIZATION

Probably the most worrying and perplexing part in getting the ship ready for use as a transport was to prepare the various "Watch, Quarter and Station Bills," on which every man of the crew would find just what he was to do if a fire occurred, if a collision took place, and if action with the enemy was imminent, after which it *might* be necessary to "abandon ship." Moreover, after the officers and crew of the ship were stationed, it was necessary to make plans for some five to six thousand passengers. The mission of the Navy was "to deliver the goods," and all plans had to provide for the safety of the army first. Commander Gaston D. Johnstone, U. S. N., also acted for the first three weeks after the ship was commissioned, as Commanding Officer, and the combination of the two duties was most arduous, those of Executive Officer and Commanding Officer being the most exacting and the most trying of any that fall to the lot of any one officer. While he succeeded remarkably well, the

labor was most detrimental to his health, and in January, 1918, he had to be relieved from active duty to go to a hospital for treatment. The results of his labors were, however, the foundations of a most excellent organization completed by Commander C. C. Gill, U. S. N.

TRAINING OF THE CREW

The Navy was expanding almost to the breaking point. The Captain, the Executive Officer, the Gunnery Officer, and the Senior Engineer Officer were the only line officers of any experience. The Watch Officers, both on deck and in the engine room, were practically all enrolled in the Naval Reserve Force from the merchant marines or from the schools just established for the training of officers. A large percent, an alarmingly large percent, of the crew had never seen salt water. On the first trip an anomaly was presented when two rookies were seen holding up a sea-sick bluejacket, during one of the heavy gales that were encountered.

It was necessary to train both officers and men, and all hands were eager to learn what they did not already know. Schools for both officers and men were held on board in port and at sea when not otherwise on duty. Besides seeing that they were qualified for the duty on the *George Washington*, a certain number of men had to be transferred to newer ships as a nucleus for their crews, so the schools were always busy. Each man seemed to feel that he was a part of a "big thing" and that he must do his bit to the best of his ability. AND HE DID. Looking back it is hard to see where the time was found to do all that was done. Team work did it, and team work always wins.

Coal and even fresh water was hard to get in France, so enough of both was carried for the round trip, some 1,250 tons of coal being in a hold, from which it had to be shifted to a bunker on arrival in France. Ten minutes after the anchor went down, a ton bucket of coal came up and was swung aft and was dumped down the bunker hatch, past "D" deck, then "E," "F," "G" and "H" decks, down into the bunker to the firemen. The clatter of the winches ceased forty-four hours later as the last ton went down. Even during meal hours there was no let up,—one gang was ready when the other stopped. Then it was "clean up and prepare for sea." In the meantime the cargo had been discharged, the troops were on shore, and the ship was again ready for another 3,000-mile trip across the Western Ocean.

SANITATION

The ship's company was large, for the safety of the ship depended on the number and especially on the keenness of the lookouts. Besides those searching for possible dangers without, sentries were necessary to guard against dangers from within. The number at first seemed large to the Navy and also to the Army, which furnished the sentries and some of the look-outs. Yet after the first two days of the first trip the number already seemingly large was found to be insufficient. A single light showing might endanger the whole convoy. One night a sentry fired at a man who inadvertently or otherwise showed a light on deck while we were one night out from France. Unfortunately he missed and the man vanished in the darkness.

Drills were held day and night for every man had to be able to find his station in the light or in the dark.

Besides the details for the "kitchen police" a large number of men was needed to keep the crowded troop spaces clean and sanitary. Food that was brought on board had to be inspected. That great care had been taken was evidenced by the fact that after a year of very active service the ship was still free from roaches or ants, or any other vermin.

Good health depends on cleanliness as well as on proper food. Dirty places to live in, food prepared in unsanitary places, breed disease. Commander John F. Murphy, Medical Corps, U. S. N., the Senior Medical Officer of the ship, was untiring in his efforts to keep the ship sanitary. Disinfectants were not allowed. "Elbow grease" removed any odor by removing the dirt that caused the odor, and did not add one bad odor to another. The "Space Officers" had to be alert at all times to see that food was not brought into their compartments and then left to spoil in an out of the way corner. Of course it took some little time to get the proper results, but they were finally obtained. The troops under Major General W. R. Smith, U. S. A., deserve special mention.

After the troops had debarked in France a detail of about 5 percent of those on board was left to clean thoroughly the troop spaces,—clean, scrub, and inspect. This took about two days and then the ship was as clean as soap and water and elbow grease could make it, and ready for the next trip,—the cleaning detail then debarked.

As was frequently remarked: "When you are in port, you are hurrying up to get to sea. When you are at sea, you are hurrying up to get to port."

REPAIRING THE MACHINERY

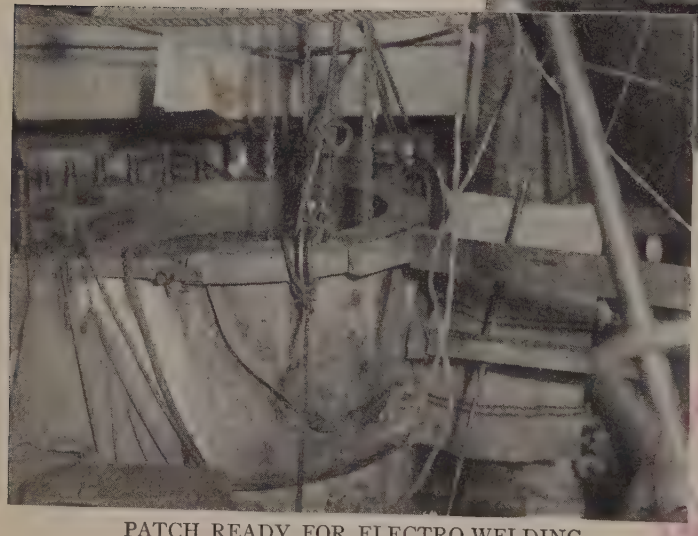
By LIEUT. COMMANDER J. J. BROSHEK, U. S. N.

The work of getting the *George Washington* ready for sea was first undertaken by the Shipping Board, but a start only had been made when the ship was taken over by the Navy. The actual work of repairing the damage and getting the ship ready for service was done at the New York Navy Yard, to which place she was towed in July, 1917, from her berth at Hoboken.

The greatest damage had been done to the main engines—a heavy battering ram having evidently been used for the purpose of breaking certain parts. The high pressure cylinders of both main engines, both first intermediate pressure valve chests and the steam

REPAIRING BROKEN CYLINDER
UNDER DIFFICULTIES

BROKEN CYLINDER



PATCH READY FOR ELECTRO-WELDING

nozzles to both low pressure valve chests were wrecked,—large sections of the castings having been broken off. The castings of both main circulating pumps were battered, the two main engine throttle valves with their operating gear had been removed from the ship as were also about thirty boiler manhole plates and parts of various auxiliary machinery. In addition to the willful damage as given above, the machinery was very badly run down and in a very poor condition on account of lack of care and attention while the vessel had been laid up. Moreover, since it was not known what damage was concealed, every machine and every pipe line had to be opened up, inspected and tested. A large number of alterations had to be made to convert the vessel into a troop transport carrying more than twice the former number of passengers allowed for.

A large force of mechanics was employed in effecting repairs and in getting the ship ready for sea,—as many as 350 men in the engineering department alone. After work was once started, it continued day and night, Sundays and holidays, until completed. The biggest job, of course, was the work on the main engines which was most successfully accomplished by electro-welding large cast steel pieces or patches on to the part of the engine castings which remained intact. This part of the work was very slow and tedious on account of the large patches to be welded, and also on account of the extreme care that had to be taken. After each casting had been welded, the cylinders were machined in place,—special cutting apparatus being rigged for this purpose. Finally each cylinder and valve chest was thoroughly tested under hydrostatic pressure. Too much credit cannot be given to those welders who, in about three months, did work to make the engines ready for service. To have done as the Huns expected,—make new cylinders,—would have taken at least a year, but Yankee methods overcame German deviltry.

While the welding was going on, the remainder of the machinery was being put in condition for service. On the main engines, all bearings were overhauled, inspected and adjusted; relief valves were ground in and reset; all the main engine piping, etc., which had been thrown in a heap, had to be sorted out and each section fitted into its proper place. All cylinders, pistons, rings, followers, holding down bolts and foundations were thoroughly and carefully inspected and tested. The thrust bearings had to be refitted and re-adjusted, and the water service piping, which was very badly corroded, had to be renewed. All main steam lines were tested under hydrostatic pressure and tested to insure their being clear of obstructions or any foreign material likely to cause damage later. Finally all valves on the main engines were reset and the lagging on all steam lines was replaced or renewed as necessary.

One of the damaged circulating pump casings was broken beyond repair so a new casting was made, machined and fitted—the other casing was patched and electro-welded in place. The circulating pumps were opened up, overhauled and tested by running at full speed.

The main condensers were thoroughly cleaned and tested to a pressure of 25 pounds. All sea valves were overhauled, the openings being plugged up on the outside by divers. The bonnets were removed and the valves refaced and ground in as was found necessary. The reversing and turning engines were overhauled, inspected, missing parts made and fitted, and then tested.

The drainage system was in very poor condition;—nearly all piping was so badly corroded that it had to be renewed, all valves had to be refaced and ground in. The pumps for the drainage system had to be practically rebuilt, as the interiors were almost corroded away.

The fresh water system was altered so that all ballast tanks could be used for carrying fresh water. This necessitated the installation of an entirely new system of fresh water piping with proper connections and valves. Owing to the increased demand for fresh water, an additional fresh water pump was installed. The old ballast piping was practically all renewed on account of deterioration. The sanitary system was in the same condition and had also to be changed to suit the new conditions,—the pumps were thoroughly overhauled and tested under pressure.

Considerable work was done on the refrigerating plant. The machines themselves were badly worn;—new compressor pistons, rings and rods were made, cylinders rebored, new valves fitted and ground in. The evaporator coils were very badly corroded and leaking,—these were electro-welded and made tight. The condenser coils were cleaned and tested, all brine and water circulating pumps were overhauled and put in efficient condition. The brine lines and cooling coils were very badly corroded and required renewal almost throughout. All lagging was rotten and had to be renewed.

The electric installation also was in very poor condition. Nearly all cylinders of the seven generators had to be rebored, the engines lined up, all bearings and moving parts overhauled and adjusted. Two of the generators were badly damaged, having stripped commutators. These were turned down and the conductors were resoldered to the commutator segments. The wiring throughout the ship was very poor, the insulation being rotted and the wiring being broken, so that a large part of it had to be renewed. A new telephone system reaching to all parts of the ship was installed. The radio installation had been dismantled and was renewed. A new general alarm system, call bell system and additional illumination were among the more important alterations.

The deck winches used for handling the 2500 tons of cargo carried each trip, the steam capstans, the steering gear, heating system which was extended to

include the troop spaces, the galley steam lines which were also extended to meet increased demands for cooking;—all these were overhauled, inspected, renewed where necessary, and then thoroughly tested.

The twelve boilers were all in very bad condition because they had been idle so long. The water sides were all thoroughly cleaned and scalded; missing parts were manufactured, all valves, fittings and connections were overhauled and renewed where necessary. New furnace castings were installed, new brick work built in throughout, the boiler lagging repaired, all uptakes and dampers were cleaned and minutely inspected. The forced draft system was thoroughly tested out,—all air ducts were scaled and leaks stopped, and the blower engines and fans overhauled. The boilers were tested first under hydrostatic pressure and then under steam. The various boiler room auxiliaries were also gone over carefully while the other work was in progress;—the auxiliary feed and ash-ejector pumps, the ash ejecting system, the main feed pumps, ash and coal handling gear, fire tools,—all were put in efficient working condition.

The machine shop was put in commission—the old machine tools which were worn out were overhauled and *made* to operate since new equipment could not be obtained. A blacksmith shop was built and a small coppersmith shop was organized. Supplies for operating needs had to be procured—there were none on board—and every emergency had to be anticipated. For this reason a large number of spare parts had to be manufactured. Store rooms and issuing rooms were built and the stock was carefully stowed for future use.

While all this work was going on, the crew had been assembled, so that the engine room force and all petty officers followed up the work, and were instructed in the location and operation of the various valves, pipe lines, etc. The firemen were given daily instruction in firing as they were all new men. All name plates were changed from German to English, but only after the inscriptions had been verified in each case. All pressure gauges were altered and tested before being put back in place.

When all this work had been accomplished, the *George Washington* proceeded to sea for a post-repair trial trip. The performance of the engines and of the auxiliaries was excellent, but on return to port the boilers were found to be leaking excessively. They had stood up under the usual tests, but a two days' trip at sea brought out the defects. The work of repairing the boilers was done while the ship was loading and taking on stores at the Hoboken piers. On December 4th, at night, the ship proceeded to sea on her first overseas trip under the American flag, and since then she has been in continuous service. The boilers, however, continued a constant source of trouble,—so much so that they had to be retubed. This retubing was done between trips, one or two boilers each trip the ship returned from France. Various other items of repairs were made between voyages, but they were made principally to better operating conditions. The big work of repairing the damage done by the Germans was most successfully accomplished—the wrecked (?) engines never developed a sign of weakness, and the vessel was able to remain at sea almost continuously with very little time in port for overhaul and repair—what repairs were made were made while the ship was being coaled and loaded.

Mention must also be made of the work done by the divers from the Merrit-Chapman Wrecking Co., who working by sense of touch almost altogether in the dirty waters of the Wallabout, cleaned the very dirty and foul bottom of the ship during September and October, 1917, while the repairs were being made on the inside of the ship. When the ship was placed in dry dock in January after the first trip, but one small patch was found to have been missed.

NOTE.—Lieut.-Commander Broshek failed to state that but one possible act of sabotage occurred after the Navy had taken over the ship. He also failed to state that the reason that none had occurred was probably on account of the extreme care he took to prevent any such act. The number of men that had been stationed wherever any work was going on, and at other places in his department, and their extreme vigilance probably prevented any damage being done by German agents, while the careful inspections after any repairs had been made resulted in the repairs being entirely satisfactory. It seemed as if every pound of the six thousand tons of coal that was used each month, was examined before it came on board, (when now and then a stick of dynamite was found) and again before it went in the furnaces. "ETERNAL VIGILANCE IS THE PRICE OF SAFETY."—*The Captain.*

THE SUPPLY AND COMMISSARY DEPARTMENTS

By COMMANDER F. G. PYNE, PAY CORPS, U. S. N.

On the 24th of July, 1917, the *George Washington* was taken in tow by tugs from the N. D. L. piers, Hoboken, N. J., to the Navy Yard, New York, to be fitted out as a troop transport. In addition to the damage done to the machinery, the ship had been stripped completely of all furniture and equipage, so that there was the problem of "fitting out" again, in all departments, with no allowance lists to work from and with no experience in fitting out similar types of ships.

The equipment of the ship, together with the equipment of a number of other ex-German liners which had been stripped, was stored on one of the upper floors of one of the German piers at Hoboken, which had been taken over by the Army. A working party from the *George Washington* picked over that mass of furniture and miscellaneous equipage to collect stateroom and

messroom fittings, table and room linen, silver, china, and all the thousand and one items which go into the outfit of a passenger vessel. At the same time, with the help of a Battleship Allowance List, loaned by the Supply Officer at the Navy Yard, the Supply Officer of the ship struggled along with the work of getting out requisitions to equip fully the ship as a combination man-of-war and a passenger vessel and troop transport, to carry not less than 7,000 souls of the Army and Navy.

There were many consultations with the Naval Constructors of the Navy Yard in regard to fitting up the officers' staterooms, the canteens (or ship's stores), the storerooms, the galleys, and the mess spaces, so that the troops could be fed as well as the crowded conditions would allow. How well the Naval Constructors did their work was evidenced by the splendid facilities furnished the Supply Department of the ship. The "Office of the Supply Office" with its large windows and its abundant space for work was the envy of the other Supply Officers of the Cruiser and Transport Force.

The problem of messing the large number of troops to be carried was given careful attention, as it was essential that the troops be not only fed rapidly, but be fed well, and it was eventually decided that the most practicable method was to serve the troops on a continuous cafateria style. Large ten-gallon aluminum containers were purchased and serving tables especially constructed were used so that the lines of troops marched in at one door of the messroom (there were three messrooms for the troops) filed by the serving tables where each man's field mess kit was filled. The soldiers then passed on to high narrow mess tables on which they could set their kits while they ate standing up. As each man finished he left the messroom by another entrance, where washing troughs with hot water were provided for them to wash their kits. If a man felt that he needed or wanted a "second" he fell in at the end of the line again, and got it.

The galley arrangements as originally installed in the *George Washington* for passenger service, were, of course, entirely inadequate for the cooking of enough food for the large number of troops carried, so a battery of steam-jacketed kettles was installed, together with a number of 80-gallon coffee urns, from which a copious supply of well cooked food, coffee, tea, or cocoa could be prepared quickly for the hungry soldiers.

The cold storage space and refrigerating machinery required the most extensive overhauling as the entire system had deteriorated badly during three years of idleness, and, at the last moment, before sailing on the first voyage, hopes of fresh meat and plenty of it, and hopes of turkey for Christmas and New Year's were dashed as the ice machines could not be used without further repairs.

Fortunately the ship had two meat boxes chilled with ice and while the soldiers had fresh meat on their trip east, and for a very few days in port, the ship's company, officers and crew, became all too well acquainted with the good old stand-by, canned corned beef, both for New Year's and on the trip home.

To supply some 7,000 souls with their daily bread necessitated the installation of bread making facilities far in excess of anything in the original plans of the ship, and the bakery force worked in eight-hour shifts, twenty-four hours a day, turning out its daily output of from 6,000 to 7,000 full weight loaves of A-1 bread. During the month of December, 1917, the enormous quantity of 210,000 loaves of bread was baked in this bakery, and it was good bread, too, so good, in fact, that the passengers on the return trip from France, where they had been existing on French war bread for many months, were under the impression that they were being served cake.

To look out for the personal wants and the sweet tooth of the soldier and sailor, officer and man, four canteens were installed, and the quantity of candy, crackers, and cakes, cigarettes, etc., bought was astounding. During the month of December, 1917, the sales, at prices less than in any store on shore, and as near cost as change could be made, were between $45,000 and $50,000 and on arrival in France the unused candies, etc., were sold to the Y. M. C. A., or to the Naval Store at cost.

To provide for the comfort of the officer passengers was more difficult than to provide for the enlisted men. The former Music Room and the Cabin Smoking Room were the only places that could be converted into mess rooms for the officers. (The former first cabin dining saloon was made into a troop messroom.) The dumb waiter from the galley four decks below, and which had been used for afternoon tea, etc., was the only means of communication between the galley and the officers' messrooms. Consequently, the effort to serve meals to about 500 officers, with limited facilities and with an inadequate working force of mess attendants, many of whom had never seen the sea before, was greatly handicapped. Fortunately, the Army was able to come to the rescue by letting some of the 3,800 colored troops help serve the meals, as quite a number had had previous experience and they were apparently glad to help. They may have been inspired by the excellent painting of the first president, as a full-length painting of George Washington at the head of the stairs had to be passed by each one as he staggered along, "staggered" being the best word to describe the walk on so many days of that eventful first trip, when winter gales and heavy seas and crash of crockery and an occasional "——"! were of such frequent occurrence as to hardly cause comment. Upon the return of the ship to the United States, additional dumb waiters were installed, more pantry space provided, steam heater tables erected, and the messing troubles of the officers alleviated, and other conditions greatly improved.

The splendid spirit of co-operation and enthusiasm shown by the entire Supply and Commissary Divisions

from the very beginning of the work of fitting out, together with the encouragement, advice and hearty approval given by the Captain, Executive Officer, and Heads of Departments, made the working out of this logistic problem practicable, and an experience that will always be remembered most pleasantly.

NOTE.—The organization made and the energy shown by "Pay" in the Supply Department, contributed as much as anything else to shorten the time required to have the ship ready for sea.—*The Captain.*

ZIG-ZAGGING

"The ship escaped the torpedo by zig-zagging." How many times that sentence has appeared in the newspapers! Yet how few persons realize all that that meant! A ship steaming along by herself can change her course at irregular intervals without bothering anyone or without interfering with the plans of anyone unless it be the plan of a submarine commander. However, make up a convoy of a number of ships of different nationalities. On one trip when the *George Washington* was flagship of the convoy, there were thirteen vessels with over thirty-five thousand men on board to be landed in France. There were vessels representing six different nationalities—there were "native-born" American vessels, "naturalized" ex-Germans, both merchant ships and a former raider, a Hollander, all under the Stars and Stripes, and there was a British vessel, a Russian manned by the British, and an Italian,—the last three chartered to help carry our men over. The British and Italian were under their own flags and officers, and with two American naval officers and a signal force and perhaps guns' crews furnished by Uncle Sam, so that there was always a naval representative to see the convoy orders carried out.

When passing through dangerous waters, or even when approaching possibly dangerous waters the zig-zag was continuous so long as there was light to see a certain distance, for even a darkened ship looms up a long distance on a night that is not cloudy and overcast.

Imagine five ships in line and 800 yards apart, also a ship 800 yards astern of each of the first line, and then three more ships astern of the middle of the second line similarly spaced. Imagine these three lines of ships with about forty-two thousand souls in all on board going through submarine waters, and each ship zig-zagging. The changes of course *must* be made simultaneously. A special clock known as the "zig-zag clock" on each ship had to agree to the second with the zig-zag clock on every other ship. Each ship must put the rudder over on time to the second;—each ship must make her turn of twenty or thirty or forty degrees at and in the same time interval or a collision may result. The zig-zag must be begun as dawn breaks or the moon rises, and must continue until darkness is established. It is not dark on a cloudless night. The "Northern Lights" may be, and on some occasions were, as bright as moonlight. The glow of a cigarette may be seen half a mile at night at sea.

How was all this allowed for? What care had to be taken in the preliminary plans to ensure mutual understanding of the plans of the convoy commander? How were the other vessels to know when to start or to stop zig-zag? Suppose one ship broke down? What should be done in case of attack by a raider or by a submarine? No lights could be shown at night, even for signaling. The use of the radio was restricted, even of the "toy" sets that could not carry over five miles. What do in case of an alarm in any direction?

The Commander Cruiser and Transport Force, Rear (now Vice-) Admiral Albert Gleaves, provided for many contingencies in his "Orders in Convoy," but realizing that the man-on-the-spot should not be hampered by too many cast iron orders left much to the initiative of the convoy commander. The results, he has been kind enough to say, have justified his confidence in his commanding officers.

Even now, it would probably not be wise to go too deeply into all the details of the conferences of commanding officers that were held before the convoys sailed. This was discussed, and that was discussed, and the final results were embodied in the orders issued to each ship. The convoy group sailed from New York; at a certain time a ship from Philadelphia dropped into place; at a later time a number of ships from Newport News followed suit; their places were known before they sailed. Dangerous waters were near; "Jig No. 3" was shown by flag signals. All ships repeated it; down came the first signal, and at the order from the Officer of the Deck on each ship, the group of ships simultaneously began the first (?) leg of a certain "ZIG", which each ship followed almost automatically and to the second until further orders, or until an alarm when each ship—did something else,—and each ship knew what to do! It became foggy, so thick it was difficult to see the ship next to you in formation,—a pre-arranged signal by whistle or by "buzzer" and each ship steered a straight course until the weather cleared. A heavy rain,—the same thing happened. One night while in particularly dangerous waters—ships had been reported as torpedoed there the day before—the group was zig-zagging when the weather became thick. If the zig-zag was stopped the group would make land (or rocks) before daylight; if speed was reduced there was more danger from the submarines; in any case the destroyers on escort duty were in danger. It can readily be imagined how each captain kept peering first at the place where one ship should be to see if it was still there, and then on the other side to see if the other one was also in position. If his vessel was not the "guide" a change of a revolution or two on the engines kept that vessel in place. And all this time at certain intervals the vessels of the group would turn simultaneously onto

German submarines, the dreaded U-boats from which the *George Washington* escaped unscathed throughout the period of the war.

These submarines were interned at Brest in compliance with the terms of the armistice of November 11, 1918.

Brest, France, the only European port to which troops were conveyed on the *George Washington*.

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a new leg of the zig-zag. Very frequently a heavier bit of rain or a thicker mist and hardly the bow of your own ship could be seen, yet the zig-zag continued whether the other ships were in sight or not. Yet when it lighted a bit, there was that dark mass with a white wave at her bow, and a white wake astern, just where it should be. The officers on deck did their part, while those in the engine room saw that the revolutions of the engines did not vary one-tenth of one per cent from the speed ordered. TEAM WORK! And all the time there was that constant vigil by nearly a hundred lookouts for that little white "feather" that a periscope makes. ETERNAL VIGILANCE IS THE PRICE OF SAFETY.

And so through the long night. There may have been a few more gray hairs when dawn broke on the heads of the captains, but there was a feeling of relief when the ships anchored in harbor in France in the forenoon. One more trip "with the goods", *i. e.*, Yankee soldiers, was behind.

At the Flag Office where the captains reported later for orders, one was asked the question,—"What sort of a trip?" "Oh, pretty fair." "Zig-zag last night?" "Sure. When do we start back?" and so the game went on.

THE FIRST TRIP

FROM THE CAPTAIN'S VIEW

There was no "HATCHET" on the first trip, so undoubtedly a great many things happened that were left unchronicled,—a great many items of interest that would have made the paper "published on the high seas" even more famous than it is now.

If any one thing that happens to sea-faring men in times of peace failed to happen to the *George Washington* on that first trip it was shipwreck. It seemed as if the elements themselves were determined to see what they could do to try out the ship,—to see if Yankee ingenuity had fully repaired the damage done by the Germans, as well as to show those Yankee soldiers that going across the sea to fight for humanity was not a yachting trip.

Two days after leaving New York a moderate gale tried the souls as well as the stomachs of the troops and of most of the bluejackets. Then followed a spell of good weather, but on reaching the Bay of Biscay, the worst gale there in eight years brought forth that poetic effusion which was the "finale" of Volume I of THE HATCHET. Plenty of other things loosened up, too. Boats were washed away bodily from where they had been carefully secured,—others were damaged beyond repair. Tables, chests, instruments, etc., that had been lashed to stanchions were torn from their lashings, and, worst of all, one wave boarded the ship aft, and, as it receded, it was seen that the stern lookout house with its two bluejackets and also two army sentries had been washed overboard. Rescue in such a sea, and in the submarine zone where slowing down a vessel might result in the loss of all on board, could not be attempted. At no other time had more than spray come over the deck, yet sentries had been posted to keep anyone from crossing that space, and it was as the sentries were being changed that the ocean took her toll.

Some of the destroyer escort were driven off by the gale and were not able to rejoin until two days and some three days later when off the harbor entrance. All of the destroyers had lost every boat, and every thing movable as well as some presumably immovable things on their decks. None had had anything hot to eat or drink for several days, nor little of anything else.

Finally after seven days in the war zone, the outlying islands off Brest were sighted. Then air planes, patrol vessels, and observation balloons appeared to guard the narrow waters through which the ship must pass. A French cruiser flying the flag of a rear admiral appeared with the international signal "WELCOME." It was more than welcome. Then the signal flags said "Follow me." So through the mine fields the *George Washington* with her largest national ensign at the gaff, with troops clustered everywhere about the decks and cheering, the *George Washington*, on December 20, 1917, arrived in France with the largest number of American troops that had sailed on any one ship.

THE RETURN TRIP

Steaming at night without a light showing, the fact that so few collisions have occurred must make us think that while great care was taken in laying out the routes of the vessels to a certain distance, "there is a sweet little cherub that sits up aloft to keep watch o'er the life of poor jack."

To the Army, the vessels steaming along without a light showing were at times invisible to them, and there was wonder that there were no collisions. To the Navy on watch in the darkness, the dark outlines of the other ships were always visible with the white wake or the white bow wave to mark the end of the ship, some 800 yards away. The other ships *should* be there,—they *were* there.

There was rough weather on the return trip also. One evening the spray and rain were such as to prevent the lookouts forward from seeing anything, and the seas were increasing. The lookouts in the exposed places were shifted up to the bridge. Westerly gales were to be expected in the North Atlantic in midwinter. In the morning the bow lookout box was no where in sight. A sea crest had taken it along,—"Spurlos Versenkt."

One dark night on the same trip a shout by the Junior Officer of the Deck, Ensign (now Lieutenant) B. B. Brown, to the helm's-man, "Hard right," another to "Turn on the running lights," and another to the man at the engine telegraph for "Full speed astern

the starboard engine," brought the captain to his side almost instantly. We were in the mid-Atlantic and the route we were taking was supposed to have been clear. Another steamer passed by so close that the proverbial biscuit could have been thrown on her deck. As we recovered breath, another steamer on the same side and heading directly for us appeared out of the darkness. Lights appeared all around us! We had run into the middle of an eastbound convoy of twenty-one vessels bound to England with supplies!

A collision was inevitable, but the effects were minimized by quick action with the rudder and the engines, so that the two ships struck first at the bow, then swung in together, and the 5,000-ton freighter actually bounced off from our 25,500 tons. At least the Master of the *Nyzam* said so when we met in New York later, for both vessels had boats rigged out ready to lower, and not a boat was hurt. The *Nyzam* rolled away as the ships struck and bounced off. But little damage was done to the *George Washington*. We sent 1,000 pounds of cement to the *Nyzam*, in one of our small boats, then stood by until the master stated that he could return to port without assistance. As the boat was returning another gale sprang up, and caused our large ship to drift as fast as the boat could row. A little more engine work and the boat was in our lee and soon hoisted.

No one on either ship was injured, but from the yelling from the *Nyzam* some one was scared. Later we found that where her side plates had been bent and cut, a loose end had curled over the neck of one of the *Nyzam's* crew, and held him down in his bunk, but did not break the skin.

"The sweet little cherub" had been on his job.

SUBMARINE DEFENSE AND ENCOUNTERS

"Did you see any submarines?" was a question very frequently asked by anxious friends when the ship returned to New York. The answer was "No." To the question "Were you ever scared?" the answer was "Sure, every time." However, everything was done to ensure a safe passage to France. Sometimes there was more apprehension than at others. On one trip no "war warnings" had been received of enemy submarines anywhere along the route we were to take, while on previous trips they were frequent, but we managed to get by. This time there was no telling where they would show up. As a matter of fact, after the destroyer escort left Brest the subs did show up, and the convoy was diverted up towards the English Channel in the detour to Brest.

Some days on some trips warnings were received from the radio stations at Gibraltar, Nantes, Monsanto, the Azores, Land's End, New Foundland, and Bermuda. Some of them may have been caused by false alarms, but we took no chances. Even when well away from the "submarine zone," anything suspicious was fired on at once. *Shoot first and then take a second look.*

The safety of the ship depended primarily on the keenness of the lookouts, and on their reports getting to the "fire control" and the officer-of-the-deck as well as to the guns' crews. Seconds would be valuable in case it were the real thing, and if the guns' crews saw the least suspicious thing in the water a 5-inch shell went after it. On one occasion a barrel at 1,400 yards was hit the first shot, and on another some porpoises at 1,900 yards lost one of their number at least on the second shot.

With the water-tight subdivision of the ship, it was calculated that at least three torpedoes would have to hit to sink the ship. Water-tight doors were held closed at all times not actually in use. Some of the comments on "Drown'n Drill" in various issues of THE HATCHET show that drills were frequent.

Camouflage was also resorted to to mislead any submarine. From some positions alongside the ship it was very difficult to tell within four points, *i. e.*, forty-five degrees, just which way a ship was heading, and if her colors were not hoisted aft, it was harder still. On the *George Washington*, when it was necessary to hoist colors at sea, they were between the smoke pipes. "Is she going to the right or to the left?"

Lifeboats were equipped and over the side at all times after leaving Sandy Hook until anchoring in France, and again on the return trip. When in the "danger zone," and at times it was all the way across the Atlantic life belts were worn day and night, and a "tin bottle of water" dangled at your side. If the worst did come,—you might have your boat sunk by a sub after the ship had been abandoned, and then you might float and drink water from your canteen until picked up by some one else.

The anticipation was the worst part of it, for so far as we could see there was no danger. Even the night the *Covington* next to us in the convoy was torpedoed no one saw the sub. Had the course not been changed two minutes before it happened, and away from the direction the torpedo came it might have been the *George Washington* that was hit.

On two other occasions one of the other vessels in the convoy reported that a sub had showed up close by her, but that the sub was either too close for her own safety to fire a torpedo, or else was unable to do so in the short time available, and by the time the sub could fire our troop ships had zig-zagged out of range. Our previous zig-zag had disarranged the sub's plans.

If there was any precaution omitted it was because no one of the fifty thousand officers and men on board, assisted by the hundreds of thousands on other ships, could think of it.

STATISTICAL DATA

The *George Washington* was built by the	Vulcan Works, Stettin, Germany.
Launched	November 10, 1908.
Trial trip	June 2, 1909.
First voyage begun	June 12, 1909.
Speed	18.5 knots, 83 revolutions per minute.
Horsepower	20,000.
Tonnage	Gross registered, 25,570 tons.
	Net, 15,379 tons.
Displacement	33,000 tons at 33 feet draft.
Displacement while troop transport, maximum	39,435 tons at 35 feet 8 inches.
Bulkheads extending from keel to "E" deck	12, making 13 compartments.
Maximum number of persons on board any trip	7,121.
Boat and life raft accommodations	9,128.
Coal capacity, including reserve bunker	6,325 tons.
including No. 3 hold	6,575 tons.
Fresh water carried	3,900 tons.

TRIPS MADE WITH TROOPS

Left	*Date*	*Arrived*	*Date*	*Distance*	*Passengers*
Hoboken	Dec. 4, 1917	Brest	Dec. 20, 1917	3,437 miles	5,705
Brest	Jan. 5, 1918	Hampton Roads	Jan. 19, 1918	3,221 "	
Hampton Roads	Jan. 31, 1918	Hoboken	Feb. 1, 1918	310 "	
Hoboken	Feb. 18, 1918	Brest	Mar. 4, 1918	3,261 "	5,472
Brest	Mar. 10, 1918	Newport News	Mar. 20, 1918	3,294 "	
Newport News	Mar. 24, 1918	Hoboken	Mar. 25, 1918	301 "	
Hoboken	Mar. 30, 1918	Brest	April 13, 1918	3,230 "	5,379
Brest	April 19, 1918	Hoboken	April 27, 1918	3,071 "	
Hoboken	May 8, 1918	Brest	May 18, 1918	3,159 "	5,632
Brest	May 21, 1918	Hoboken	May 29, 1918	3,108 "	
Hoboken	June 15, 1918	Brest	June 27, 1918	3,624 "	5,866
Brest	July 1, 1918	Hoboken	July 10, 1918	3,444 "	
Hoboken	July 18, 1918	Brest	July 30, 1918	3,413 "	6,028
Brest	Aug. 2, 1918	Hoboken	Aug. 11, 1918	3,217 "	
Hoboken	Aug. 18, 1918	Brest	Aug. 27, 1918	3,277 "	5,732
Brest	Aug. 30, 1918	Hampton Roads	Sept. 8, 1918	3,357 "	
Hampton Roads	Sept. 24, 1918	Hoboken	Sept. 25, 1918	310 "	
Hoboken	Sept. 30, 1918	Brest	Oct. 13, 1918	3,553 "	4,774
Brest	Oct. 16, 1918	Hoboken	Oct. 25, 1918	3,291 "	
Hoboken	Oct. 31, 1918	Brest	Nov. 9, 1918	3,080 "	4,194
Brest	Nov. 11, 1918	Hoboken	Nov. 19, 1918	3,038 "	Total, 48,772
Hoboken	Dec. 4, 1918	Brest	Dec. 13, 1918	3,488 "	The President
Brest	Dec. 15, 1918	Hoboken	Dec. 23, 1918	3,168 "	
				Total, 66,652 "	

Note.—Passengers include naval over-seas detachments, and civilians on duty, as well as troops.

CONVOY GROUPS

No. of Convoy	*Ships in Group*	*Total Number of Troops in Convoy*
13.	"George Washington," "Huron"	7,705
21.	"George Washington," "Covington," "De Kalb," "El Sol," "Manchuria," "Pastores," "President Grant," "Susquehanna"	18,067
26.	"George Washington," "Antigone," "De Kalb," "Kursk" (Br.)*, "Pastores," "President Lincoln," "Susquehanna"	17,690
34.	"George Washington," "America," "De Kalb"	10,442
42.	"George Washington," "Covington," "Dante Alighieri" (It.), "De Kalb," "Finland," "Kroonland," "Lenape," "Pastores," "Princess Matoika," "Ryndam," "Tsar" (Br.)*, "Vauban" (Br.), "Wilhelmina"	35,049
51.	"George Washington," "Antigone," "Dante Alighieri" (It.), "De Kalb," "Lenape," "Ophir," "Pastores," "Princess Matoika," "Regina D'Italia" (It.), "Ryndam," "Tsaritza" (Br.)*, "Wilhelmina"	28,150
57.	"George Washington," "America," "Von Steuben"	12,669
70.	"George Washington," "Armagh" (Br.), "Coronia" (Br.), "Dante Alighieri" (It.), "De Kalb," "Tsaritza" (Br.)*, "Ulysses"	18,436
79.	"George Washington," "Great Northern"	6,259
		154,467

PRESIDENTIAL TRIP. "George Washington" with escort of the U. S. S. "Pennsylvania" and five Destroyers.

*(Russian steamers under British flag.)

COMMENDATORY LETTERS

File 123

U. S. Naval Forces Operating in European Waters.
Forces in France.
U. S. S. "*Prometheus*," Flagship.

Brest, France, 8 March, 1918.

From: Commander U. S. Naval Forces in France.
To: Commanding Officer, U. S. S. "*George Washington.*"
Subject: Commendable Spirit of Officers and Crew with respect to Discharge of Vessel.

1. The Army Transportation officials at this port report that, due to the commendable zeal and spirit of you, your Executive Officer, and the officers and men of the vessel under your command, and to the assistance that they have rendered, the discharge of the "*George Washington*" will be completed two days sooner than would ordinarily have been the case.

2. It is with great pleasure that I transmit this information to you.

Wilson.

Flagship of
Cruiser and Transport Force,
United States Atlantic Fleet.

(WPK)

25021–25

31 May, 1918.

From: Commander Cruiser and Transport Force.
To: Commanding Officer U. S. S. "*George Washington.*"
Subject: Standing Order No. 2, Report G.

1. The Force Commander notes with satisfaction the excellent work of the "*George Washington*" in discharging cargo and shifting coal during her last visit to the eastern terminus. This fine team work merits and receives commendation.

Albert Gleaves.

War Department.
Washington.

2 May, 1918.

The Secretary of War presents his compliments to the Honorable, The Secretary of the Navy, and has the honor to enclose herewith a copy of a letter from Major General W. G. Haan, N. A., to the Commanding Officer, U. S. S. "*George Washington*," dated March 4, 1918, commending the efficient manner in which the officers and crew of that vessel completed a difficult task.

"United States Troops.

March 4, 1918.

From: Commanding General of Troops.
To: Captain E. T. Pollock, U. S. Navy.
Subject: Conduct of escort, etc.

1. The successful and efficient manner in which you have commanded this ship with its large complement of soldiers aboard has won for you the whole-hearted respect of all on board and, on behalf of the troops, I take great pleasure in congratulating you, your officers and crew upon a most successful completion of a difficult task.

W. G. Haan,
Major General,
Commanding Troops in Convoy."

On Board U. S. S. "*George Washington.*"

March 5, 1918.

To: Captain E. T. Pollock, U. S. N.,
Commanding U. S. S. "*George Washington.*"

The undersigned, speaking for Headquarters 93rd Division, desire to express appreciation of courtesies extended and judgment shown by the Commander of the U. S. S. "*George Washington*," and his officers and crew, on the recent voyage; with the hope that when our mission is accomplished it may be our good fortune to make the return journey under your safe guidance.

Roy Hoffman,
Brig. Gen., N. A.

MARK W. TOBIN,
Major, N. G. U. S., Chief of Staff.

L. S. PILLOTSON,
Major, N. G. U. S., Adjutant.

OFFICE OF CHIEF STEVEDORE.
BASE SECTION No. 5, U. S. M. P. O. No. 716.

May 21st, 1918.

From: Chief Stevedore, Base Section No. 5.
To: Commander of U. S. Naval Forces in France (thru channels).
Subject: Commendation.

1. I wish to commend Captain Pollock, Lieut.-Commander Cohen and all the other officers of the U. S. S. "*George Washington*" for their hearty co-operation in assisting this Department in the discharge of the ship.

2. I personally spoke to Mr. Cohen, on his last trip here, in reference to having everything in readiness in regard to troop equipment, such as barrack bags and other light baggage in order to expedite the landing of the troops when the ship returned. Upon her arrival here on the 18th inst., everything was ready for her immediate discharge and for the debarkation of the troops, who had all barrack bags and other light property ready to go ashore. All the cargo hatches were open and the booms rigged and the ship was ready to start in fifteen minutes after anchoring.

3. If we could get the co-operation from all the other transports that we get from the U. S. S. "*George Washington,*" it would expedite the turning around of the transports in some cases at least 12 to 24 hours.

J. O'NEILL,
Major, Q. M. C., N. A.

First Endorsement.

S. O. U., D. O. SUPT., A. T. S., B. S. No. 5, U. S. M. P. O. No. 716. 21 May, 1918.

To: Commander, American Naval Forces in France.

1. Forwarded. The officers and men of the "*George Washington*" have always, since their first arrival at this port, shown the most cordial spirit of co-operation, and each time this vessel arrives here a noticeable improvement is apparent because of their becoming more familiar with the operations here. This is the kind of spirit that will win the war and Captain Pollock is heartily congratulated upon the success which has attended his efforts along this line.

F. W. GREEN,
Captain, R. T. C., N. A.

123. *Second Endorsement.*

BREST, FRANCE, 21 May, 1918.

From: Commander U. S. Naval Forces in France.
To: Force Commander.
Subject: Forwarding letter of commendation from U. S. Army re hearty co-operation Officers and men of U. S. S. "*George Washington.*"

1. Forwarded with pleasure.

WILSON.

Third Endorsement.

UNITED STATES NAVAL FORCES OPERATING IN EUROPEAN WATERS.
U. S. S. "*Melville,*" Flagship.

18959

LONDON, 27 May, 1918.

From: Force Commander.
To: Secretary of the Navy (Operations).

1. Forwarded.

C-3-519 O-23

SIMS.

Fourth Endorsement.

WASHINGTON, June 11, 1918.

From: Chief of Naval Operations.
To: Commander Cruiser Force.
Subject: Forwarding letter of commendation from U. S. Army re hearty co-operation officers and men of U. S. S. "*George Washington.*"

1. Forwarded.
2. The Department is pleased to receive reports of this nature.

C. BELKNAP.
By direction.

Fifth Endorsement.

1561–1 NEW YORK, 14 June, 1918.

From: Commander Cruiser and Transport Force.
To: Commanding Officer, U. S. S. "*George Washington.*"
Subject: Forwarding letter of commendation from U. S. Army re hearty co-operation of officers and men of U. S. S. "*George Washington.*"

1. Forwarded with congratulations.

ALBERT GLEAVES.

FLAGSHIP OF
CRUISER AND TRANSPORT FORCE
UNITED STATES ATLANTIC FLEET.

C-81-2 5 June, 1918.

From: Commander Cruiser and Transport Force.
To: Cruiser and Transport Force.
Subject: Commendatory letter to personnel of Cruiser and Transport Force upon completion of first year of service.

1. At the end of our first year of service as the Cruiser and Transport Force, I desire to congratulate the Flag Officers, Captains, Officers and enlisted men on the excellent work they have accomplished, and to express my personal as well as official appreciation of their splendid loyalty and co-operation in all the exacting, arduous and hazardous duties that have been assigned to us.

2. The preparation in three months of the fleet of ex-German ships, which for three years were idle, and worse, at their piers, was in itself a great achievement.

3. The organization, supply and sanitation of types of ships, entirely new to the Navy, for a service overseas of the most vital importance, not only to this Country but to our Allies, presented serious and complex problems, which have all been happily solved by your intelligence, zeal and ability.

4. The safe conduct of transports laden with troops through seas infected with submarines, has won universal commendation. The loss of only two transports in the transportation of hundreds of thousands of troops testifies to the skill, courage and seamanship of the Commanders; and in the two cases of loss, the highest and best traditions of the service were maintained, speaking volumes for their organization and discipline.

5. I wish to take this opportunity of impressing upon all Captains under my command, that in every position of stress and trial which may come to them I am confident of their ability and judgment to meet the situation with credit to the Nation, and whatever happens they may always feel sure of my sympathy and support.

ALBERT GLEAVES.

CRUISER AND TRANSPORT FORCE
U. S. ATLANTIC FLEET. 15 July, 1918. CBM/JFC

R-14-18
From: Force Transport Officer.
To: Commander Cruiser and Transport Force.
Subject: Readiness Inspection, U. S. S. "*George Washington.*"

1. Date reached home port. 10 July, 1918.
2. Date next sailing. 18 July, 1918.
3. General condition of ship as to cleanliness and sanitation. Excellent.
4. Condition of readiness to load troops. Excellent; will be ready.
5. Condition and adequacy of life saving equipment. Excellent, but still some old wooden rafts.
6. Defects in equipment. None noted.
7. General. Most favorable impression. The Commander Cruiser and Transport Force inspected ship at same time.

(Signed) C. B. MORGAN.
CBM/CJB

First Endorsement.

From: Commander Cruiser and Transport Force.
To: Commanding Officer, U. S. S. "*George Washington.*"
Subject: Readiness Inspection, U. S. S. "*George Washington.*"

1. Forwarded for information.
2. The Force Commander was much pleased on the day of inspection with the excellent condition of the personnel and material of your ship.
3. Return papers.

(Sgd.) ALBERT GLEAVES.

NAVY DEPARTMENT,
BUREAU OF NAVIGATION,
WASHINGTON, D. C.

N-5-H-K
16903-104
November 16, 1918.

To: Captain Edwin T. Pollock, U. S. N.,
Navy Dept., Washington, D. C.
(Examining and Retiring Boards.)

Subject: Report of inspection of the U. S. S. "*George Washington.*"

1. The Bureau is in receipt of the report of inspection of the U. S. S. "*George Washington,*" conducted by Commander Cruiser and Transport Force and Board of Officers, September 27, 1918, and is pleased to note the following favorable remarks contained therein:

> "This ship is in excellent condition in regard to cleanliness, sanitation and discipline. It is evident that the officers and crew have used their best endeavors to maintain the vessel at a high standard and have been most successful in doing so. She is a model transport."

2. Also, the Bureau is pleased to note the following letter addressed to you by the Commander Cruiser and Transport Force in connection with the inspection of the "*George Washington*":

> "There is enclosed herewith a copy of report of Board of Inspection that inspected your vessel on this date.
>
> "Report indicates that your vessel is in a very excellent state of cleanliness, sanitation and discipline, and this was confirmed by the personal inspection I made at the time the Board was inspecting the ship.
>
> "I desire to note my appreciation of the excellent work of yourself, officers and crew in maintaining this vessel in such a high state of efficiency."

3. A copy of this letter will be filed with your official efficiency record.

S/d. HARRIS LANING,
Acting Chief of Bureau of Navigation.

FLAGSHIP OF
COMMANDER CRUISER AND TRANSPORT FORCE
U. S. ATLANTIC FLEET

4 June, 1918.

From: Commander Cruiser and Transport Force.
To: Chief of Naval Operations.
Subject: Naval Transports; Normal stays in home ports.

1. Experience has demonstrated, and the facts are concurred in by the Force Commander, Commanding Officers and Engineer Officers, that, for coal burning vessels, operating at high speeds, the normal stay in home ports should be ten (10) days. This is due to the great amount of necessary routine overhaul work to maintain an efficient material condition, and to ensure, so far as possible, against breakdowns at sea, and also to maintain the spirit and morale of officers and men on exacting and important duty.

2. I cannot too highly commend the zeal and efficiency of the personnel and particularly of the Commanding Officers of these vessels, in their endeavor to operate at the fastest possible schedule, but to continue to expect them to maintain schedules that do not permit normal time for upkeep of material and rest for personnel, will operate to detriment of the efficiency of both material and personnel.

3. The vessels referred to are the U. S. S. "*Leviathan,*" "*Agamemnon,*" "*Mount Vernon,*" "*Von Steuben,*" "*America,*" and "*George Washington.*"

ALBERT GLEAVES.

OFFICERS ATTACHED TO THE "GEORGE WASHINGTON"

Those with a star were on the trip with the President.

(The dates show when reported on board and when detached.)

*Adams, Avery C., Ensign, (R. F.)	July 17, 1918–
*Armstrong, Dwight L., Ensign, (R. F.)	Oct. 25, 1918–
Bainbridge, William, Seaman, Lieut.-Comdr. Med. Corps, (R. F.)	Sept. 6, 1917–July 18, 1918
*Barrett, Alfred W., Machinist, (R. F.)	††Oct. 10, 1918–Jan. 1, 1919
*Barrickman, Cecil B., Machinist, (R. F.)	Nov. 25, 1918–Dec. 27, 1918
*Barton, Aldrich, Lieut., (j. g.), (R. F.)	July 31, 1918–Jan. 1, 1919
*Bascom, Deane S., Ensign, (R. F.)	July 17, 1918–
Baur, Raymond A., Ensign	Dec. 31, 1918–
*Bloomhardt, Paul F., Lieut., (j. g.), Chaplain Corps	Feb. 17, 1918–
*Bower, James M., Lieut., (R. F.)	Nov. 19, 1918–Feb. 8, 1919
Broshek, Joseph J., Lieut.-Comdr.	Sept. 6, 1917–Aug. 17, 1918
*Brown, Benjamin B., Lieut., (R. F.)	Nov. 30, 1917–
*Burkhardt, John R., Lieut.	Sept. 6, 1917–
*Calender, Lester J., Ensign	Sept. 30, 1918–
*Campbell, Henry E., Ensign, (R. F.)	Aug. 13, 1918–
*Carr, Joseph B., Ensign	Sept. 30, 1918–
*Chandler, Wallace R., Ensign	Sept. 30, 1918–
*Chaplowe, Isadore, Ensign	Sept. 30, 1918–
Coates, John T., Y. M. C. A. Sec'y	Oct. 30, 1918–Dec. 3, 1918
Cochrane, Guy, Lieut.-Comdr. Med. Corps, (R. F.)	Dec. 15, 1918–Dec. 23, 1918
Cohen, Albert M., Lieut.-Comdr.	Sept. 6, 1917–June 14, 1918
Colton, George T., Machinist, (R. F.)	Dec. 27, 1918–
*Couchman, Carl S., Ensign	Sept. 30, 1918–
*Cowles, Sidney O., Ensign	Sept. 30, 1918–
Crawford, Frank E., Ensign, (R. F.)	Aug. 13, 1918–Dec. 3, 1918
*Dame, Leland H., Lieut. Med. Corps, (R. F.)	Nov. 23, 1918–
Dennen, Charles R., Ensign, (R. F.)	June 3, 1918–Sept. 21, 1918
Dix, Robert P., Lieut., (j. g.), (R. F.)	Sept. 29, 1918–Oct. 31, 1918
Domer, Wilson D. I., Ensign, Pay Corps	Oct. 3, 1917–Mar. 29, 1918
Downing, Arnold A., Lieut., (R. F.)	Feb. 5, 1918–Aug. 15, 1918
*Durgin, Charles F., Lieut., (j. g.), (R. F.)	Feb. 5, 1918–
*Enright, James G., Lieut. Med. Corps, (R. F.)	Sept. 6, 1917–April 29, 1918
*Eckel, George J., Lieut. Med. Corps, (R. F.)	Nov. 23, 1918–
Elliott, Russell D., Lieut. Med. Corps, (R. F.)	Dec. 31, 1918–
Evers, Francis E., Lieut. Med. Corps	Sept. 6, 1917–Sept. 28, 1918
Field, Thomas S., Lieut. Med. Corps, (R. F.)	Dec. 14, 1918–Dec. 23, 1918
*Fowlkes, William B., Lieut. (j. g.), Med. Corps, (R. F.)	Sept. 13, 1918–
Francis, Frank D., Lieut., (j. g.), (R. F.)	June 11, 1918–Sept. 30, 1918
Fuller, Willard L., Ensign, (R. F.)	June 15, 1918–Nov. 26, 1918
Garrison, Samuel, Ensign, (R. F.)	Sept. 26, 1918–Dec. 3, 1918
Garritty, James L., Ensign, (R. F.)	June 6, 1918–Sept. 21, 1918
Gifford, George H., Lieut., (R. F.)	Feb. 5, 1918–Aug. 15, 1918
Gill, Charles C., Commander	June 3, 1918–Oct. 30, 1918
*Gillson, Joseph L., Lieut., (j. g.), Pay Corps, (R. F.)	Sept. 6, 1917–
*Girardet, Sterling C., Carpenter	Sept. 23, 1917–
Gottlieb, Leon, Ensign, (R. F.)	Feb. 5, 1918–June 7, 1918
*Graves, Roland O., Lieut., (R. F.)	April 30, 1918–
*Gray, Irving, Lieut. Med. Corps	Sept. 27, 1918–Jan. 1, 1919
*Green, Harry D., Lieut., (j. g.), (R. F.)	Sept. 6, 1917–
Gwynne, Harold C., Lieut.-Comdr. Pay Corps	Feb. 4, 1918–Oct. 30, 1918
Hackler, Otha J., Gunner	†June 9, 1918–June 14, 1918
*Haskins, Howard B. Machinist, (R. F.)	Nov. 25, 1918–Dec. 27, 1918

Hathaway, Isaac, Ensign, (R. F.) . . . June 3, 1918–Sept. 26, 1918
Haton, Miles F., Pay Clerk . . . June 6, 1918–Oct. 30, 1918
*Hodgdon, Harlo, Gunner, (E.), (R. F.) . . . †Sept. 21, 1918–
Hooper, Frank A., Jr., Ensign, Pay Corps . . . May 30, 1918–Oct. 30, 1918
Houston-Shaw, Frederick D., Y. M. C. A. Sec'y . . . May 2, 1918–Aug. 1918
*Hulse, Percy C., Lieut., (j. g.), Dental Corps, (R. F.) . . . Nov. 23, 1918–
*Hummel, Harmon D., Ensign, (R. F.) . . . Sept. 26, 1918–
Hussey, Thomas O., Machinist, (R. F.) . . . Dec. 27, 1918–
Huston, James A., Ensign, (R. F.) . . . Aug. 13, 1918–Oct. 30, 1918
*Johnson, Benjamin D., Boatswain . . . †July 16, 1918–
*Johnson, Charles B., Lieut., (j. g.), Dental Corps, (R. F.) . . . May 30, 1918–Nov. 10, 1918
*Johnstone, Alan S., Lieut.-Comdr., (R. F.) . . . Sept. 6, 1917–
Johnstone, Gaston D., Commander . . . Sept. 6, 1917–Feb. 13, 1918
*Keene, Clyde, Lieut. . . . Sept. 6, 1917–
*Keith, J. Harold, Ensign, (R. F.) . . . Sept. 26, 1918–Jan. 1, 1919
King, Eugene G., Y. M. C. A. Sec'y . . . April 30, 1918–Aug. 17, 1918
*King, Rodney S., Ensign, (R. F.) . . . Sept. 26, 1918–
Klingler, Albert, Lieut., (j. g.) . . . Sept. 6, 1917–June 14, 1918
*Knachel, Firman F., Ensign, (R. F.) . . . Sept. 26, 1918–
*Koehler, August W., Machinist, (R. F.) . . . Nov. 25, 1918–Dec. 27, 1918
*Lambert, Henry B., Lieut. Med. Corps, (R. F.) . . . Sept. 6, 1917–
La Point, Charles, Lieut., (j. g.), (R. F.) . . . June 11, 1918–July 12, 1918
Lee, Delzie R., Lieut., (j. g.), Med. Corps, (R. F.) . . . Dec. 14, 1918–Dec. 23, 1918
Lough, James C., Lieut., (j. g.), Dental Corps . . . Jan. 1, 1918–May 31, 1918
*McCAULEY, EDWARD, Jr., Captain . . . Oct. 26, 1918–
Mabon, Robert L., Lieut., Pay Corps . . . Oct. 3, 1917–Aug. 17, 1918
*Mallon, William L., Lieut., (R. F.) Gunnery Officer . . . Jan. 25, 1918–
Mansie, Edward, Lieut., (R. F.) . . . Sept. 6, 1917–July 13, 1918
Marlay, Myron G., Lieut., (j. g.), Med. Corps, (R. F.) . . . May 3, 1918–Nov. 26, 1918
Martin, James E., Lieut., (j. g.), (R. F.) . . . Feb. 18, 1918–June 11, 1918
*Massey, John F., Lieut., (R. F.) . . . Mar. 28, 1918–
McCann, Brendan J., Ensign, (R. F.) . . . Feb. 5, 1918–June 7, 1918
McGinn, Richard J., Ensign, (R. F.) . . . June 6, 1918–Sept. 26, 1918
*Meyer, Isadore R., Ensign, Pay Corps . . . †June 9, 1918–
Michael, Howard O., Machinist, (R. F.) . . . Dec. 27, 1918–
Milbury, Charles E., Lieut., (j. g.), (R. F.) . . . Sept. 6, 1917–Feb. 16, 1918
*Miller, Archie W., Machinist, (R. F.) . . . Nov. 25, 1918–Dec. 27, 1918
*Miller, David H., Major, U. S. Marine Corps . . . Nov. 27, 1918–
*Miller, Frank S., Lieut., (j. g.) . . . Dec. 3, 1918–
*Minnikine, Frank L., Lieut., (j. g.), (R. F.) . . . July 12, 1918–
*Montgomery, J., Ensign, (R. F.) . . . Dec. 1, 1918–Dec. 31, 1918
*Morton, Lewis B., Lieut. Med. Corps, (R. F.) . . . Dec. 15, 1918–Dec. 23, 1918
Murphy, John F., Commander, Med. Corps . . . Sept. 6, 1917–Sept. 9, 1918
Nightingale, Gerard P., Lieut., (j. g.), (R. F.) . . . Nov. 30, 1917–Mar. 29, 1918
Ollif, Gerald, Lieut., (j. g.) . . . Sept. 6, 1917–Feb. 13, 1918
POLLOCK, EDWIN T., Captain . . . Oct. 1, 1917–Sept. 29, 1918
*Peifer, Louis I., 2nd Lieut. U. S. Marine Corps . . . Nov. 27, 1918–
*Perkins, Fred M., Commander . . . Oct. 31, 1918–
*Peters, John H., Lieut.-Comdr., (R. F.) Navigator . . . Nov. 24, 1917–
Power, Jackson, Ensign, (R. F.) . . . Aug. 13, 1918–Died Oct. 13, 1918
*Power Philip E., Lieut., (j. g.), (R. F.) . . . April 29, 1918–
Pyne, Frederick G., Commander, Pay Corps . . . Sept. 6, 1917–Feb. 11, 1918
Rhoton, Riffel G., Ensign . . . July 11, 1918–July 15, 1918
Richardson, Jack C., Ensign . . . July 11, 1918–July 15, 1918
*Roesch, Herbert O., Lieut.-Comdr., Senior Engineer . . . Aug. 16, 1918–
Roil, John P., Lieut., (j. g.), (R. F.) . . . Nov. 30, 1917–Jan. 5, 1918
*Rose, Samuel B., Gunner . . . †Oct. 28, 1918–
*Rudolph, Charles E., Lieut., (j. g.), Pay Corps . . . Sept. 6, 1917–
Schwab, Irving, Ensign, (R. F.) . . . Feb. 5, 1918–June 7, 1918
*Shuman, John R., Lieut., (j. g.) . . . Oct. 25, 1918–

EIGHTEEN OFFICERS WHO MADE EVERY TRIP

Left to right, top row—Pharmacist G. S. Throp, Pay Clerk S. Tischler, Lieut. (j. g.) J. L. Gillson, Pay Corps. Standing—Carpenter S. C. Girardet, Boatswain B. B. Johnson, Lieut. (j. g.) H. T. Green, Lieut (j. g.) C. E. Rudolph, Pay Corps, Lieut. G. T. Wells, Gunner S. B. Rose, Gunner H. Hodgdon, Ensign I. R. Meyer, Pay Corps. Sitting—Lieut. B. B. Brown, Lieut. J. R. Burkhardt, Lieut. H. B. Lambert, Medical Corps, Lieut.-Comdr. J. H. Peters, Lieut. H. F. Tabeling, Lieut. C. Keene, Lieut. R. Spearing, Jr.

Officers Attached to the "George Washington"

*Smith, Charles L., Ensign, (R. F.)	Sept. 26, 1918–
Smith, George W., Jr., Lieut., (j. g.), (R. F.)	Feb. 2, 1918–May 31, 1918
*Spearing, Robert, Jr., Lieut., (R. F.)	Oct. 6, 1917–
Spriggs, Morris H., Lieut.	Sept. 6, 1917–June 4, 1918
Squire, George H., Ensign, (R. F.)	Oct. 9, 1917–Feb. 6, 1918
*Stanley, Fred. M., Lieut., (j. g.), (R. F.)	April 29, 1918–
*Stevenson, Eldon B., Ensign, Pay Corps, (R. F.)	Nov. 22, 1918–
Stewart, James D., Machinist, (R. F.)	Dec. 27, 1918–
*Stone, Henry C., Ensign, (R. F.)	April 29, 1918–
Sullivan, Andrew J., Lieut. Med. Corps, (R. F.)	Dec. 29, 1918–
*Tabeling, Henry F., Lieut., (R. F.)	Oct. 6, 1917–
Thompson, Hugh R., Y. M. C. A. Sec'y	Mar. 28, 1918–April 27, 1918
*Throp, George S., Pharmacist	Nov. 21, 1917–
*Tischler, Sydney, Pay Clerk, (R. F.)	†Sept. 10, 1918–
*Trix, Ralph K., Lieut., (j. g.), (R. F.)	Dec. 3, 1918 –
Van Nest, Theodore B., Ensign, (R. F.)	Aug. 13, 1918–Died Oct. 9, 1918
WORTMAN, WARD K., Captain	Sept. 25, 1918–Oct. 28, 1918
*Webber, Lucian A., Ensign, (R. F.)	Aug. 13, 1918–
*Wells, Gordon T., Jr., Lieut., (R. F.)	Nov. 6, 1917–
*White, John F., Ensign, Pay Corps, (R. F.)	Oct. 28, 1918–
Wich, George M., Lieut., (R. F.)	Jan. 5, 1918–Oct. 30, 1918
Wilson, Carl A., Lieut., (R. F.)	Oct. 6, 1917–May 1, 1918
*Winn, Charles L., Lieut., (j. g.), (R. F.)	June 3, 1918–
Wood, Peter B., Lieut., (j. g.), Pay Corps, (R. F.)	Sept. 6, 1917–June 14, 1918
Woodbridge, Robert S., Y. M. C. A. Sec'y	Aug. 17, 1918–Oct. 1918
Worrell, William I., Lieut., (R. F.)	April 30, 1918–Sept. 29, 1918

*Date of appointment—On board before first trip.
†Date of appointment—On board May 1, 1918.

ENLISTED MEN ATTACHED TO THE "GEORGE WASHINGTON"

Enlisted men who have served on the U. S. S. *George Washington* from the date on which she was put in commission until December 31, 1918.

Ahern, W. J. . . . Sea.
Ahlquist, R. W. . . . E. 3c.
Aikins, B. . . . A. S.
Akins, J. L. . . . C. B. M.
Albicker, G. F. . . . F. 3c.
Alden, W. L. . . . E. 3c.
Alexy, J. . . . C. C. M.
Allen, F. W. . . . F. 1c.
Allie, H. . . . Y. 1c.
Amend, G. C. . . . S. 2c.
Anderson, B. . . . Sea.
Andreasen, A. B. . . . C. C. Std.
Angrabright, F. . . . F. 1c.
Antinoro, P. . . . F. 1c.
Apollon, J. J. . . . Ph. M. 2c.
Archier, L. . . . F. 1c.
Areigo, P. . . . W. R. Ck.
Arnold, E. S. . . . Ph. M. 3c.
Arnold, L. M. . . . Ch. Y.
Arthur, C. J. . . . E. 2c.
Ashbridge, F. E. . . . E. 2c.
Atkins, J. W. . . . S. 2c.
Aucoin, H. G. . . . F. 3c.
Abbott, W. I. . . . P. 1c.
Adam, W. A. . . . M. M. 2c.
Alag, S. . . . W. R. Ck.
Albanesius, E. P. . . . E. 2c.
Albright, A. A. . . . H. A. 1c.
Alden, D. W. . . . Sea.
Allen, W. R. . . . Sea.
Allender, E. W. . . . S. 2c.
Allingham, W. McClain . . . B. Mkr.
Allmand, J. C. . . . S. 2c.
Anderson, J. P. . . . Mus. 2c.
Anderson, L. T. . . . Ch. Y.
Anderson, W. A. . . . Mus. 2c.
Armour, R. . . . F. 1c.
Armstrong, H. . . . Cox.
Arnold, L. E. . . . S. 1c.
Arthur, C. C. . . . M. M. 2c.
Asbell, F. J. . . . W. T.
Ashe, J. J. . . . Y. 1c.
Atkinson, G. E. . . . E. 2c.
Auber, E. H. . . . F. 1c.
Ayling, L. J. . . . S. 2c.
Ayre, J. H. . . . Sea.
Bader, C. . . . Eng. 2c.
Baer, C. W. . . . M. M. 2c.
Bahr, Jr., A. W. . . . S. 2c.
Bailey, G. V. . . . Sea.
Ballentine, R. J. . . . F. 1c.
Banks, W. R. . . . F. 2c.
Baratta, P. B. . . . F. 2c.
Bardsley, J. . . . B. M. 2c.
Bargiel, S. J. . . . S. 2c.
Barnette, T. E. . . . F. 3c.
Barret, A. W. . . . C. M. M.
Barrett, L. M. . . . S. 2c.
Barrett, W. B. C. . . . C. B. M.
Barth, J. E. . . . F. 2c.
Bates, E. T. . . . S. 2c.
Beaird, J. T. . . . Matt. 1c.
Beer, E. H. . . . C. B. M.
Belsky, F. J. . . . Bkr. 1c.
Bendshier, J. R. . . . W. R. Ck.
Benton, R. B. . . . Oiler

Bergstrom, W. F. . . . M. M. 2c.
Berkley, C. P. . . . Sea.
Bianco, A. . . . Cbn. Std.
Binford, C. A. . . . F. 1c.
Birkmayer, J. . . . F. 2c.
Blanch, P. C. . . . Sea.
Bischof, S. A. . . . S. 2c.
Black, W. R. . . . Ph. M. 1c.
Blackburn, W. . . . F. 2c.
Blaine, H. . . . S. 2c.
Blair, I. J. . . . F. 1c.
Blanchard, F. . . . Ch. E.
Blondin, L. O. . . . Ph. M. 3c.
Boden, D. S. . . . S. 2c.
Boeni, G. T. . . . Bkr. 1c.
Bofman, J. . . . F. 2c.
Boissonneault, J. . . . S. 2c.
Boizeman, R. N. . . . W. T.
Boland, P. J. . . . F. 3c.
Boleratz, J. A. . . . F. 1c.
Bonner, W. R. . . . F. 1c.
Booker, J. B. . . . Matt. 3c.
Borchet, F. J. . . . F. 1c.
Boring, W. C. . . . H. A. 1c.
Boudinot, W. H. . . . A. S.
Boyle, L. A. . . . F. 1c.
Brill, J. J. . . . S. 2c.
Brooks, E. . . . S. 2c.
Brotherton, J. S. . . . C. Q. M.
Brower, H. W. . . . S. 2c.
Brown, E. A. . . . F. 1c.
Brown, J. D. . . . F. 3c.
Brown, L. C. . . . C. G. M.
Brown, S. A. . . . Oiler
Brown, W. . . . Bmkr.
Brugna, J. . . . C. Std.
Brunner, T. R. . . . Eng. 1c.
Bryant, S. W. . . . F. 2c.
Buckermaier, L. . . . S. 2c.
Buffington, L. R. . . . F. 2c.
Burdett, A. W. . . . Bkr. 1c.
Burke, C. L. . . . C. Std.
Burke, W. P. . . . S. 2c.
Burns, J. P. . . . Y. 3c.
Burt, C. W. . . . F. 2c.
Burton, R. . . . Sea.
Butler, J. F. . . . M. M. 1c.
Butler, L. M. . . . Matt. 3c.
Butler, P. L. . . . S. 2c.
Butler, T. . . . Sea.
Buzzard, W. L. . . . Mus. 2c.
Byrne, J. J. . . . S. 2c.
Back, J. . . . A. S.
Bagot, T. S. . . . F. 2c.
Bailer, F. J., Jr. . . . S. F. 2c.
Baird, J. L. . . . Y. 2c.
Baker, E. C. . . . Sea.
Baker, J. F. . . . E. 1c.
Baker, L. B. . . . Sea.
Balcom, W. C. . . . Sea.
Bandlow, R. . . . Sea.
Bangsund, C. H. . . . F. 2c.
Bannister, W. . . . W. R. Std.
Barhaug, O. G. . . . Sea.
Baron, A. . . . Mus. 1c.
Bartowm, C. R. . . . F. 1c.

Enlisted Men Attached to the George Washington

Bascom, A.	S. C. 1c.
Baugh, J. L.	Matt. 3c.
Beabes, O.	S. 2c.
Beard, J.	F. 2c.
Beatty, R. C.	W. R. Std.
Becker, W. F.	Sea.
Belfi, L.	E. 3c.
Benner, A. C.	Sea.
Bennett, D. A.	F. 2c.
Benning, R.	S. 2c.
Benton, R. B. W.	Eng. 2c.
Berchem, C.	Eng. 1c.
Berg, W. I.	M. M. 2c.
Bergeron, S. E.	S. 2c.
Bernlohr, P. L.	Bkr. 1c.
Beyer, W. K.	E. 2c.
Bickell, B. I.	S. 2c.
Biechels, J. T.	Sea.
Bilyea, M. F.	E. 2c.
Birckmayer, W., Jr.	F. 2c.
Blake, J. H.	M. M. 2c.
Blasius, G. D.	W. T.
Blind, B.	M. M. 2c.
Blouin, T. E.	Sea.
Blount, C. H.	Matt. 3c.
Blum, A.	E. 2c.
Boggs, J. E.	S. 2c.
Boland, P. J.	F. 1c.
Boon, D. J.	F. 1c.
Boring, F. H.	F. 1c.
Botefuhr, R. L.	Mus. 2c.
Bothwick, W. F.	F. 1c.
Bowes, C. H.	Bmkr.
Boyd, M. W.	F. 1c.
Bozeman, R. N.	W. T.
Brackett, C. E.	S. 2c.
Bradshaw, J.	H. A. 1c.
Bradsher, F. S.	Sea.
Branham, J. T.	Ph. M. 3c.
Brauer, W.	Mus. 1c.
Broy, M. S.	S. F. 1c.
Breen, D. E.	F. 1c.
Brett, J. T.	S. F. 1c.
Brevard, J. E.	C. W. T.
Brice, M.	Sea.
Briggs, H.	E. 2c.
Briggs, M. A.	Sig. 1c.
Briggs, W.	W. R. Ck.
Broker, J. W.	S. 2c.
Brooks, M. H.	S. 2c.
Brooks, O. W.	Matt. 1c.
Brossard, F. I.	E. 2c.
Brown, E. R.	Sea.
Brown, L. D.	Bkr. 2c.
Brown, L. H., Jr.	E. 3c.
Brown, M.	S. F. 2c.
Brownell, E. D.	Eng. 2c.
Brygelson, T. A.	H. A. 1c.
Buckless, C.	S. 2c.
Burgess, W.	W. T.
Burke, J. J.	H. A. 1c.
Burke, P. W.	C. C. M.
Burns, M. G.	F. 1c.
Burns, W. M.	S. 2c.
Burt, M. C.	S. 2c.
Butner, R. E.	S. 2c.
Butterworth, A.	Cox.
Byrd, D. W.	F. 1c.
Byrne, L. J.	Sea.
Byrnes, J. T.	Y. 1c.
Call, E. L.	S. 2c.
Campbell, C. J.	S. 2c.
Campbell, H. H.	W. T.
Campbell, N. A.	S. 2c.
Campbell, R. D.	Yeo. 3c.
Campbell, W. L.	S. 2c.
Canning, J.	F. 2c.
Carlson, H.	C. E.
Carroll, G. T.	F. 1c.
Carroll, J. E.	S. 2c.
Casey, W. E.	W. R. Std.
Cersley, F. H.	Eng. 2c.
Chapman, T.	Matt. 3c.
Chapman, W. M.	C. Yeo.
Church, N. W.	Sea.
Clark, C. L.	F. 1c.
Clark, R. L.	Q. M. 3c.
Claudfelter, E. C.	C. W. T.
Clausen, R. W.	M. M. 2c.
Clayton, W.	Matt. 1c.
Clevenger, J.	F. 2c.
Clough, H. W.	F. 2c.
Cole, W.	Matt. 3c.
Colley, L. J.	W. T.
Conine, E.	S. 2c.
Connell, L. C.	C. W. T.
Conner, H. E.	M. M. 2c.
Conway, J. E.	Matt. 3c.
Coon, W. J.	F. 3c.
Coonce, G. D.	S. 2c.
Coppage, J. T.	Sea.
Coy, C. P.	S. 2c.
Coyle, W. R.	S. 2c.
Crane, A. J.	S. 2c.
Crane, R.	C. Q. M.
Crawford, J. O.	Sea.
Creaser, L. G.	C. C. Std.
Cruise, J. C.	E. 2c.
Culley, W. C.	S. 2c.
Curran, J. H.	Oiler
Cade, J. N.	Matt. 3c.
Cahill, M. A.	Sea.
Cahill, W. J.	W. T.
Cain, L. O.	S. 2c.
Call, J. N.	S. 2c.
Callahan, T. H.	Eng. 1c.
Carlson, C. N.	H. A. 1c.
Carlson, H. A.	Sea.
Carmichael, C. T.	E. 3c.
Carney, B. F.	M. M. 1c.
Carney, F. J.	F. 2c.
Carothers, H. J.	Cox.
Carroll, R. H.	Matt. 1c.
Carson, R. G.	Sea. 2c.
Carstulovitch, J. P.	Eng. 2c.
Carter, E. V.	W. R. Std.
Casesi, F.	Sea.
Casey, J.	Bkr. 1c.
Caso, A. J.	Sea.
Castelli, G.	W. R. Ck.
Catchot, C. H.	Eng. 2c.
Cauthers, W. A.	W. T.
Cederholm, H. L.	F. 1c.
Cella, R. A.	S. 2c.
Cerati, A.	W. R. Std.
Chamberlain, T. D.	Prtr. 2c.
Chance, F. C.	S. 2c.
Chappell, C. C.	S. 2c.
Chauvin, C. D.	Sea.
Chesse, M. J.	Matt. 1c.
Chevett, J.	C. W. T.
Christofferson, A.	S. C. 2c.
Clark, H. B.	Sea.
Clark, R. B.	Mus. 2c.
Clark, R. Q.	Matt. 3c.
Clark, U. C.	Matt. 3c.
Clark, W. F.	Sea.
Clarke, F. B.	B. M. 2c.
Clarkson, L. T.	Sea.
Clayton, W. A.	Matt. 1c.

Clough, R. M.	S. 2c.
Clusson, C.	F. 1c.
Cobb, G. T.	Sea.
Cobb, R. W.	S. C. 3c.
Coddington, H. W.	Sea.
Cole, C. E.	Bkr. 1c.
Cole, F. W.	W. R. Std.
Cole, H.	M. M. 1c.
Commack, H. Z.	H. A. 1c.
Conahan, A. F.	H. A. 2c.
Connell, L. P.	C. W. T.
Conover, L. A.	Yeo. 3c.
Conrad, H. R.	B'smth 1c.
Consiglio, V.	W. R. Std.
Cook, C. M.	Sea.
Cook, R. B.	H. A. 1c.
Cook, W.	F. 2c.
Cooney, D. W.	S. C. 1c.
Cossart, W. R.	S. 2c.
Couch, A. W.	H. A. 1c.
Counts, G. D.	S. C. 2c.
Cox, J. L.	S. 2c.
Crawford, T. L., Jr.	H. A. 2c.
Crehan, F. L.	Sea.
Cresswell, C.	Q. M. 2c.
Critchlow, R. C.	Sea.
Cross, L.	Sea.
Cullum, T. J.	Q. M. 2c.
Cunningham, C. D.	C. Yeo.
Curran, L.	H. A. 1c.
Currier, F. A.	Bglr.
Cypars, E. W.	Eng. 2c.
Cyphers, F. J.	F. 1c.
Dallas, C.	S. 2c.
Daly, D. J.	F. 2c.
Danberg, J. J.	M. M. 2c.
Danzo, J. F.	S. 2c.
Dathe, E. R.	F. 1c.
Dauberman, M.	S. C. 3c.
Daugherty, J. W.	W. T.
Davis, A.	Matt. 3c.
Davis, C. R.	F. 2c.
Davis, E. C.	Y. 3c.
Davis, H. A.	C. C. Std.
Davis, W. F.	Matt. 3c.
Davis, J. J.	F. 2c.
Deacy, W. F.	S. 2c.
Deboy, F. C.	F. 1c.
Deck, E. F.	S. 2c.
De Jesus, A.	Matt. 3c.
Dellon, W.	F. 2c.
Demonburn, B. F.	C. Std.
Dewhirst, E. C.	S. 2c.
Dews, S. W.	S. C. 3c.
Dicket, S.	H. A. 1c.
Dill, G. I. S.	E. 1c.
Dingal, D.	Matt. 3c.
Dixon, M. D.	S. 2c.
Donnahue, O. N.	Y. 2c.
Dooley, I. V.	B. M. 2c.
Dooley, R. C.	B. M. 1c.
Doran, J. A.	Ph. M. 2c.
Doud, H. L.	S. 2c.
Dougherty, J. W.	W. T.
Doweny, C. E.	Y. 3c.
Downs, E. O.	Cox.
Drummey, W. J.	E. 1c.
Duncan, A. J.	Eng. 2c.
Duncan, T.	E. 3c.
Dunn, E.	F. 1c.
Dunn, J. C.	S. 2c.
Dunn, J. R.	F. 2c.
Dunn, O. B.	Bmkr.
Dupre, C. A.	Y. 3c.
Dale, L. E.	E. 3c.
Dalve, R. S.	H. A. 1c.
Daly, R. P.	F. 2c.
Dandridge, E. H.	Matt. 3c.
Danforth, R.	S. K. 3c.
Daugherty, J. W.	W. T.
Davis, A.	F. 1c.
Davis, F. M.	F. 2c.
Davis, G. S.	S. 2c.
Davis, L. M.	E. 3c.
Day, L. F.	Ptr. 3c.
Dean, W.	Matt. 3c.
Del Costello, O.	S. C. 3c.
Delgrosso, E.	W. R. Ck.
Denayer, R. J.	Matt. 2c.
Deniego, E.	W. R. Ck.
Dent, R. H.	Matt. 1c.
De Poyster, J. S.	H. A. 1c.
Detjen, J. M.	Y. 1c.
De Vinney, F. E.	S. 2c.
Devlin, J. H.	M. M. 2c.
Dibble, D. F.	B. M. 2c.
Dillard, G. T.	Matt. 3c.
Di Rocco, A.	S. 2c.
Doane, J.	Mus. 1c.
Doherty, R.	S. 2c.
Dolejsi, R.	Mus. 1c.
Domres, F. H.	S. 2c.
Domyanic, H. P.	S. 2c.
Donati, O. J.	Mus. 1c.
Dono, G. W.	Sea.
Doran, G. V.	S. 2c.
Dorman, G. N.	Eng. 1c.
Dorn, L. G. C.	Sea.
Douglas, A. J.	W. O. Ck.
Dow, F. P.	Ph. M. 2c.
Dowler, A. E.	S. 2c.
Downes, E. J.	H. A. 1c.
Driggers, R. P.	M. M. 1c.
Drummey, W. J.	Ch. E.
Dugan, M. J.	F. 1c.
Dunlop, W. S.	Sea.
Dunning, P. H.	C. B. M.
Dusseault, F. W.	Sea.
Dwyer, L. A.	Sea.
Dyer, M. C.	S. 2c.
Dykes, H. C.	Sea.
Dyson, G. H.	W. T.
Eaton, H. W.	F. 2c.
Eaton, N. J.	S. 2c.
Eckhardt, G. E.	Sea.
Edgar, W. W.	S. C. 1c.
Edman, C. F.	S. 2c.
Eggleston, J. E.	F. 2c.
Ehmann, J. J.	S. 2c.
Elemounge, E. J.	Sea.
Ellis, G. W.	S. 2c.
Elston, L. A.	Matt. 3c.
Epperson, I. H.	S. 2c.
Ettari, O.	Q. M. 3c.
Evans, A. C.	Ch. S. Kr.
Evard, E. P.	F. 1c.
Evensen, E.	E. 2c.
Eason, W. E.	S. 2c.
Eaton, R. J.	Eng. 1c.
Eckert, A. R.	Sea.
Eckley, E. D.	S. 2c.
Edee, G. W.	S. 2c.
Edmonson, G.	Sea.
Eisenhardt, C. G.	S. 2c.
Elkins, P. C.	Sea.
Elliott, W. W.	Y. 2c.
Elston, L. A.	Matt. 1c.
Epping, P. T.	Sea.
Erwin, J. B.	Prtr. 2c.
Eustis, J. W.	Ph. M. 2c.

Evans, H. I. . . . . Sea.
Fairchild, A. J. . . . . S. 2c.
Faltore, J. P. . . . . W. R. Ck.
Farmer, T. B. . . . . W. T.
Farrell, F. J. . . . . S. 2c.
Feeley, J. D. . . . . S. 2c.
Feeney, J., Jr. . . . . F. 1c.
Ferguson, C. W. . . . . C. P. M.
Ferguson, D. L. . . . . Matt. 3c.
Ferguson, S. R. . . . . S. 2c.
Fetterman, C. L. . . . . S. C. 1c.
Fillo, P. . . . . F. 1c.
Fitzpatrick, H. J. . . . . Sea.
Fix, E. L. . . . . H. A. 1c.
Fletcher, W. A., Jr. . . . . C. B. M.
Fluczek, J. F. . . . . S. 2c.
Flynn, J. G. . . . . S. F. 2c.
Foote, C. F. . . . . S. 2c.
Ford, J. C. . . . . S. C. 1c.
Foor, W. R. . . . . S. 2c.
Forster, C. C. . . . . Matt. 1c.
Fox, R. . . . . Ph. M. 3c.
Fox, W. A. . . . . C. B. M.
Foxluger, A., Jr. . . . . W. T.
Frank, J. . . . . W. R. Std.
French, K. S. . . . . H. A. 1c.
Fries, C. J. . . . . Matt. 3c.
Fuller, A. J. . . . . Yeo. 1c.
Fuller, I. G. . . . . W. T.
Fuller, R. S. . . . . S. 2c.
Falor, L. N. . . . . Bkr. 2c.
Fant, W. . . . . S. C. 1c.
Farror, E. G. . . . . F. 3c.
Farrenkopf, R. R. . . . . Bkr. 1c.
Fasshauer, C. A. . . . . Mus. 1c.
Federber, A. E. . . . . E. 1c.
Felber, H. J., Jr. . . . . B'mstr.
Feldman, G. R. . . . . F. 3c.
Fenske, H. M. . . . . Sea.
Ferguson, S. . . . . Matt. 3c.
Ferrera, R. . . . . Matt. 3c.
Finn, G. T. . . . . S. 2c.
Fisher, E. W. . . . . Matt. 1c.
Fisher, H. . . . . F. 1c.
Fisher, H. C. . . . . Yeo. 1c.
Fisher, J. O. . . . . Sea.
Fisher, W. H. . . . . Sea.
Fitch, C. P. . . . . W. R. Ck.
Flanigan, F. J. . . . . S. 2c.
Flannagan, J. P. . . . . F. 2c.
Fleming, J. J. . . . . M. M. 1c.
Fletcher, N. D. . . . . Cox.
Florey, J. J. . . . . Sea.
Floyd, H. . . . . Matt. 3c.
Fonshill, A. B. . . . . F. 2c.
Force, L. W. . . . . Q. M. 3c.
Forcier, A. E. . . . . Matt. 1c.
Ford, A. N. . . . . Sea.
Ford, D. J. . . . . Bmkr.
Ford, J. L. . . . . H. A. 1c.
Forster, R. J. . . . . S. 2c.
Foster, E. E. . . . . Matt. 1c.
Foster, E. G. . . . . Mus. 2c.
Fouche, R. U. . . . . B'smth. 2c.
Franklin, W. . . . . Matt. 1c.
Franz, C. J. . . . . S. C. 2c.
Fredrich, E. A. . . . . Sea.
Fredericks, H. P. . . . . S. K. 3c.
Freeman, C. A. . . . . Eng. 2c.
Frock, W. A. . . . . S. F. 2c.
Frost, M. K. . . . . Yeo. 3c.
Funk, H. O. . . . . Eng. 1c.
Funk, V. K. . . . . H. A. 1c.
Forsythe, P. L. . . . . S. K. 2c.
Gaddis, G. . . . . Matt. 3c.

Gaetani, L. J. . . . . Y. 3c.
Galbraith, L. J. . . . . Sea.
Galela, S. . . . . Matt. 1c.
Gallagher, E. L. . . . . S. 2c.
Gansner, O. R. . . . . F. 3c.
Gasparovich, W. . . . . Ph. M. 2c.
Gavin, W. J. . . . . Y. 2c.
Geer, B. H. . . . . F. 1c.
George, A. . . . . B. M. 1c.
Gerard, J. . . . . F. 3c.
Getman, C. A. . . . . F. 2c.
Gibb, J. A. . . . . C. B. M.
Gibler, F. W. . . . . F. 2c.
Gillen, W. H. . . . . W. T.
Gilmor, A. . . . . S. 2c.
Goch, J. J. . . . . F. 1c.
Good, H. . . . . Sea.
Goodwin, R. E. . . . . S. 2c.
Gottschalk, W. H. . . . . B. M. 2c.
Gowen, W. W. . . . . Sea.
Grace, E. M. . . . . Y. 3c.
Graham, H. . . . . F. 1c.
Grant, J. W. . . . . Sea.
Grasey, B. A. . . . . F. 2c.
Gray, A. . . . . Matt. 3c.
Greeley, J. . . . . C. M. M.
Green, O. F. . . . . B. M. 1c.
Greene, T. W. . . . . C. Q. M.
Gregory, R. . . . . C. M. 1c.
Griffin, R. E. . . . . Sea.
Griffin, T. F. . . . . F. 2c.
Grogan, J. F. . . . . F. 2c.
Gronvold, E. M. . . . . C. B. M.
Groot, R. W. . . . . E. 2c.
Grow, W. V. . . . . F. 1c.
Gruebel, J. J. . . . . Sea.
Gusler, F. C. . . . . S. F. 2c.
Gustafson, F. W. . . . . S. 2c.
Gabay, A. J. . . . . S. K. 1c.
Gaden, A. J. . . . . Mus. 1c.
Gaines, J. H. . . . . F. 2c.
Galli, A. F. . . . . W. R. Ck.
Gant, H. A. . . . . Sea.
Gardner, W. F. . . . . F. 1c.
Garner, J. B. . . . . Sig. 2c.
Gavitt, R. G. . . . . S. 2c.
Gayton, S. E. . . . . Q. M. 2c.
Geneva, W. A. . . . . S. 2c.
George, C. R. . . . . Sea.
George, E. O. . . . . S. 2c.
Gibson, L. G. . . . . S. C. 3c.
Gill, O. E. . . . . C. W. T.
Gillespie, E. Mc. . . . . Sea.
Glascott, Annie . . . . . Ch. Yeo.
Gleason, T. J. . . . . B. M. 2c.
Goetschius, J. E. . . . . S. 2c.
Gohla, F. J. . . . . Sig. 3c.
Golay, J. . . . . S. 2c.
Goldman, A. N. . . . . Mus. 1c.
Gonzalo, C. P. . . . . S. C. 3c.
Gordon, C. G. . . . . S. 2c.
Gorrum, J. . . . . Matt. 3c.
Graham, B. B. . . . . Eng. 1c.
Graham, G. D. . . . . Sea.
Graham, J. . . . . F. 1c.
Gratza, J. A. . . . . Cox.
Gratzek, F. R. E. . . . . Cox.
Grave, J. M. . . . . F. 1c.
Gray, A. . . . . Matt. 1c.
Gray, A. H. . . . . S. 2c.
Green, A. F. . . . . S. 2c.
Green, J. W. . . . . C. M. M.
Green, W. F. . . . . Sea.
Greene, H. . . . . F. 2c.
Greer, F. D. . . . . Matt. 1c.

Greever, E. V. . . . . Ph. M. 3c.
Grennan, E. C. . . . . Bkr. 2c.
Grennan, M. J. . . . . C. M. 2c.
Grider, H. A. . . . . S. 2c.
Griffin, J. E. . . . . Sea.
Grubarcryk, F. S. . . . . F. 1c.
Grumell, C. . . . . S. 2c.
Guinee, J. L. . . . . F. 3c.
Gurke, R. H. . . . . Y. 1c.
Hall, J. P. . . . . F. 3c.
Hall, L. F. . . . . S. 2c.
Hallahan, J. J. . . . . C. M. M.
Hallum, S. A. . . . . F. 2c.
Ham, U. S. . . . . B. M. 1c.
Hamilton, J. R. . . . . Cox.
Hamlin, E. E. . . . . F. 2c.
Hammerli, H. A. . . . . Sea.
Hammond, J. N. . . . . F. 3c.
Hammond, W. S. . . . . F. 2c.
Haney, P. S. . . . . Sig. 1c.
Hanna, R. . . . . Matt. 3c.
Hannan, J. P. . . . . Y. 2c.
Hanson, H. C. . . . . Sea.
Harner, W. A. . . . . S. M. M.
Harris, J. S. . . . . F. 1c.
Harrison, R. H. . . . . C. M. 2c.
Harron, J. . . . . S. C. 3c.
Hawes, I. V. . . . . Matt. 1c.
Hayden, G. H., Jr. . . . . F. 1c.
Helm, E. . . . . F. 3c.
Helm, L. M. . . . . Sea.
Henry, G. M. . . . . F. 2c.
Henry, J. . . . . C. W. T.
Herbert, F. J. . . . . F. 2c.
Higgins, C. H. . . . . Sig. 3c.
Hilderbrand, C. W. . . . . E. 1c.
Hirning, G. M. . . . . S. 2c.
Hirotani, K. . . . . Cbn. Ck.
Hofer, P., Jr. . . . . C. B. M.
Hogan, T. J. . . . . F. 2c.
Hogan, V. . . . . Ch. Y.
Holland, T. F. . . . . B. M. 2c.
Hollister, H. K. . . . . Ch. Y.
Holloway, W. H. . . . . S. 2c.
Holt, C. J. . . . . S. 2c.
Hood, E. A. . . . . F. 3c.
Hooker, R. J. . . . . Sea.
Hopping, L. M. . . . . S. 2c.
Householder, G. W. . . . . F. 3c.
Howard, H. W. . . . . F. 2c.
Howell, M. L. . . . . Y. 2c.
Hoyer, M. E. . . . . Sea.
Huber, E. M. . . . . F. 3c.
Huber, G. B. . . . . F. 2c.
Humphery, J. . . . . Matt. 3c.
Hunt, J. K. . . . . F. 2c.
Hurrelbrink, O. E. . . . . F. 2c.
Haden, W. C. . . . . S. C. 3c.
Hagood, G. J. . . . . F. 1c.
Hahnebohm, J. J. . . . . S. 2c.
Hale, A. C. . . . . Sea.
Hall, F. B. . . . . S. M. M.
Hall, J. A. . . . . S. C. 2c.
Hallam, C. . . . . Sea.
Hallum, S. A. . . . . F. 1c.
Hamilton, Anna . . . . . C. Y.
Hamilton, G. W. . . . . Sea.
Hamilton, H. J. . . . . F. 3c.
Hammond, R. A. . . . . Matt. 1c.
Hanley, M. . . . . W. R. Std.
Hannaford, T. L. . . . . Y. 3c.
Hanson, J. A. . . . . E. 1c.
Hardberger, C. E. . . . . Cox.
Harley, A. F. . . . . S. 2c.
Harper, R. F. . . . . Matt. 3c.

Harris, A. C. . . . . G. M. 3c.
Harris, D. J. . . . . Matt. 1c.
Harris, G. . . . . F. 2c.
Harris, H. L. . . . . Matt. 3c.
Harris, O. H. . . . . Ptr. 2c.
Harris, R. L. . . . . Sea.
Harris, S. . . . . Cbn. Std.
Harris, W., Jr. . . . . Matt. 3c.
Hart, C. H. . . . . B. M. 2c.
Hartfiel, L. E. . . . . M. M. 1c.
Hartley, G. . . . . C. B. M.
Hartzell, H. J. . . . . F. 3c.
Haswell, R. W. . . . . F. 1c.
Hausknecht, J. P. . . . . F. 3c.
Hawes, G. F. . . . . Sea.
Hayden, N. E. . . . . F. 3c.
Hayes, H. A. . . . . F. 3c.
Hayes, R. C. . . . . Mus. 2c.
Hayes, R. McK. . . . . S. C. 2c.
Hayes, W. F. . . . . G. M. 1c.
Heagy, M. F. . . . . E. 2c.
Hearn, F. D. . . . . E. 2c.
Heck, H. L. . . . . F. 3c.
Heffernan, R. L. . . . . S. 2c.
Henderson, W. C. . . . . Matt. 3c.
Hensley, G. W. . . . . S. 2c.
Hendrickson, R. E. . . . . Mus. 1c.
Hensley, H. N. . . . . F. 3c.
Herault, L. J. . . . . B. M. 2c.
Herren, P. A. . . . . H. A. 2c.
Hervey, O. . . . . S. C. 3c.
Hetrick, W. C. . . . . S. F. 1c.
Higgins, O. M. . . . . E. 1c.
Higgins, R. E. . . . . F. 3c.
Hilborn, H. A. . . . . F. 3c.
Hilbrink, E. F. . . . . Mus. 2c.
Hill, H. J. . . . . Matt. 1c.
Hill, R. R. . . . . Eng. 1c.
Hillebrecht, W. . . . . Ph. M. 2c.
Hillman, L. M. . . . . S. C. 3c.
Hinton, J. D. . . . . F. 3c.
Hite, C. D. . . . . Sea.
Hittson, C. A. . . . . S. C. 3c.
Hobbs, H. M. . . . . Mus. 2c.
Hoch, W. Z. . . . . F. 3c.
Hoder, H. . . . . F. 3c.
Hodge, A. . . . . M. M. 1c.
Hodges, G. A. . . . . H. A. 1c.
Hodges, R. F. . . . . Matt. 1c.
Hodnett, J. J., Jr. . . . . F. 2c.
Hoesly, J. . . . . Sea.
Hogan, F. P. . . . . Y. 1c.
Hogan, W. McK. . . . . Eng. 2c.
Hojnacki, K. . . . . F. 2c.
Holland, W. A. . . . . Sea.
Holst, H. A. . . . . S. 2c.
Holt, E. A. . . . . E. 2c.
Hopkins, P. A. . . . . Sea.
Horgan, J. F. . . . . Eng. 1c.
Horn, P. G. . . . . S. 2c.
Houch, W. H. . . . . H. A. 2c.
Houdek, G. C. . . . . Mus. 2c.
Housholder, G. W. . . . . F. 3c.
Houston, R. C. . . . . F. 2c.
Huben, W. A. . . . . Sea.
Huck, J., Jr. . . . . Cox.
Hudson, G. W. . . . . Ph. M. 3c.
Huffman, I. B. . . . . F. 3c.
Hughes, C. W. . . . . Sea.
Hulett, O. O. . . . . F. 3c.
Hultgren, J. M. . . . . M. M. 2c.
Humphrey, F. F. . . . . C. M. M.
Hunt, M. A. . . . . S. 2c.
Hunter, W. C. . . . . Mus. 2c.
Hutchinson, F. W. . . . . Sea.

GROUP OF WATCH OFFICERS

Lieuts. B. B. Brown, H. F. Tabelling, R. Spearing, Jr., Lt. Comdr. J. H. Peters, the navigator, and Lieut. J. F. Massey

GROUP OF THE SHIP'S ENGINEERING OFFICERS

Rear row (left to right), Mach. A. W. Koehler, Mach. G. B. Barrickman, Ens. S. O. Cowles, Mach. A. F. Barrett, Lieut. (j. g.) A. Barton, Ens. C. S. Couchman, Gunner H. Hodgdon, and Mach. H. B. Haskins. Front row, Lieut. G. T. Wells, Lieut. J. R. Burkhardt, Lt. Comdr. H. O. Roesch, the Senior Engineering Officer, Lieut. Clyde Keene, the Electrical Officer, and Lieut. R. O. Graves.

Enlisted Men Attached to the George Washington

Hutchinson, M.	E. 3c.
Hynes, F. S.	F. 1c.
Ichel, F.	S. C. 4c.
Ingham, J.	M. M. 2c.
Ippiloto, J.	S. 2c.
Irvine, B. D.	F. 1c.
Ipock, G. W.	C. M. 2c.
Ibbotson, C.	E. 3c.
Jelley, J. H.	Sea.
Jenkins, W.	Matt. 3c.
Jenseen, G. W.	F. 3c.
Johnson, B. B.	C. B. M.
Johnson, B. F.	Sea.
Johnson, C. C.	F. 2c.
Johnson, F.	Matt. 3c.
Johnson, G. G.	F. 2c.
Johnson, L. A.	Yeo. 1c.
Johnson, P.	Matt. 3c.
Johnson, P.	Matt. 1c.
Joiner, J. G.	Eng. 2c.
Jones, E. P.	S. 2c.
Jones, K. M.	Sea.
Jones, R. L. A.	Matt. 3c.
Joyce, L. M.	S. 2c.
Jackson, A.	C. W. T.
Jackson, W.	F. 3c.
Jacobs, W.	W. R. Std.
Jacobson, L. D.	C. W. T.
Jaeger, J.	Eng. 2c.
Janowicz, C. J.	F. 3c.
Janowicz, L. M.	F. 3c.
Jaroszenski, H. W.	F. 3c.
Jefferson, T. J.	Matt. 1c.
Jeffries, W.	Matt. 1c.
Jenkins, C. A.	F. 2c.
Jenny, J. F.	W. R. Ck.
Jiminez, P. S.	Matt. 3c.
Johler, L. N.	F. 3c.
Johnson, G. S.	M. M. 1c.
Johnson, H.	F. 1c.
Johnson, H. H.	Sea.
Johnson, R. W.	S. C. 2c.
Johnson, R. W.	F. 1c.
Johnson, W. R.	Sea.
Johnston, T. D.	Matt. 3c.
Jones, C. M.	Bkr. 1c.
Jones, E. J.	F. 1c.
Jones, F. L.	Ch. Y.
Jones, G. E.	Ph. M. 1c.
Jones, J. F.	Sea.
Jones, J. H.	Matt. 3c.
Jones, J. R.	E. 3c.
Jones, L. P.	F. 3c.
Jones, L. O.	C. W. T.
Jones, P. E.	W. O. Ck.
Junnier, D.	S. C. 1c.
Keefe, R. L.	Cox.
Keegan, W. J.	Sea.
Keene, J. A.	Sea.
Keim, L. E.	Sea.
Keliher, T.	Sea.
Kelleher, T. J.	Sea.
Kelley, R. T.	S. 2c.
Kelley, M. J.	E. 1c.
Kenaston, W. R.	F. 3c.
Kenney, B. D.	Matt. 3c.
Ker, E. C.	S. C. 3c.
Ketcham, W. V.	C. B. M.
Kiefer, H. L.	H. A. 1c.
King, E. A.	S. 2c.
King, J. R.	Sea.
Kingwood, T. A.	E. 3c.
Kirby, D.	Q. M. 3c.
Kissel, G. F.	Mus. 1c.
Klein, E. F.	F. 1c.
Kline, S.	Oiler
Knapp, L. D.	M. M. 2c.
Koenig, E. F.	E. 2c.
Kolezar, F.	F. 2c.
Kramer, H.	C. W. T.
Kramer, R. W.	Bglr.
Krenz, L. F.	Sea.
Kronberg, E. G.	F. 2c.
Kurth, G. W.	C. M. 1c.
Kutter, C.	H. A. 1c.
Kvidahl, G. O.	S. 2c.
Kalish, H.	S. C. 3c.
Kaminski, J. F.	Sea.
Kamrowski, J. F.	W. T.
Karwata, S. A.	H. A. 2c.
Katt, H. F.	S. C. 3c.
Keany, P.	S. C. 3c.
Keating, J. A.	Sea.
Keenan, G.	S. 2c.
Keenan, J. F.	S. 2c.
Keene, R. F.	S. 2c.
Keleher, E. J.	Q. M. 2c.
Kelleher, C. J.	S. 2c.
Kendig, F. T.	Mus. 2c.
Kennedy, A. D.	H. A. 2c.
Kennelly, M. A.	Sea.
Kennedy, U. T.	F. 1c.
Keyes, A. T.	Sea.
Kiefer, H.	Ph. M. 2c.
Kienle, J. F.	Ph. M. 2c.
Kiernan, T. L.	S. 2c.
Kilbride, H. F.	Sea.
Kilduff, W. J.	Sea.
King, W. E.	F. 3c.
Kinney, R. E.	Cox.
Kinserowski, F. W.	F. 2c.
Kirk, R. E.	S. C. 3c.
Klap, J. M.	F. 3c.
Klein, H. T.	Bkr. 2c.
Klepper, R. D.	Sea.
Klimas, M.	Sea.
Klingberg, E. W.	F. 1c.
Knauss, C.	S. 2c.
Kneeland, R. W.	E. 3c.
Knick, J. E.	H. A. 1c.
Knight, A. D.	F. 3c.
Koch, C.	C. C. Std.
Kopp, F. B.	S. 2c.
Koscinski, W. P.	Sea.
Kotz, R. E.	Sea.
Kraft, E. A.	E. 1c.
Kraft, L. A.	S. 2c.
Kreuter, J. M.	Sea.
Kroemer, E. J.	Stkr. 2c.
Krull, R. A.	F. 3c.
Krzak, A. J.	F. 3c.
Kusy, J. A.	W. R. Std.
Laboissiere, W. J.	C. G. M.
Lamar, G. E.	E. 1c.
Lambeth, R. C.	Str. 1c.
Lanagan, J.	F. 1c.
Landers, T. G.	F. 2c.
Landis, F. B.	G. M. 3c.
Lane, P. E.	C. W. T.
Lankford, D. E.	Cox.
Larson, G. E.	Sea.
Lasher, R. C.	F. 2c.
Lavelle, P. A.	F. 2c.
Lavigne, A. E.	F. 2c.
Lawson, W.	F. 2c.
Lee, A. E.	S. 2c.
Lee. E. J.	Sea.
Lee, J. W.	S. 2c.
Legnos, P.	C. W. T.
Lego, W. P.	F. 1c.

Lenkach, S. . . . . S. C. 3c.
Leonard, F. J. . . . . F. 1c.
Lewis, H. H. . . . . Matt. 3c.
Lewis, J. . . . . Ph. M. 2c.
Lincoln, D. C. . . . . F. 3c.
Lindley, F. H. . . . . C. C. Std.
Locgridge, J. A. . . . . S. 2c.
Loheide, W. H. . . . . Sea.
Long, E. D. . . . . F. 1c.
Long, L. M. . . . . F. 2c.
Longmuir, A. M. . . . . M. M. 2c.
Looney, S. B. . . . . E. 1c.
Lormand, F. . . . . F. 1c.
Lowstetter, E. R. . . . . F. 2c.
Louis, H. J. . . . . Sea.
Luscomb, E. O. . . . . F. 2c.
Lyon, A. J. . . . . F. 3c.
Labrecque, A. J. . . . . F. 1c.
Lager, W. . . . . S. 2c.
La Londe, C. J. . . . . E. 3c.
Lambert, E. G. . . . . C. M. 3c.
Landells, W. . . . . F. 1c.
Lander, F. J. . . . . Bkr. 2c.
Landers, T. J. . . . . F. 2c.
Lane, R. D. . . . . F. 3c.
La Parella, L. . . . . F. 1c.
Larkin, D. L. . . . . Bkr. 2c.
Larson, L. . . . . S. 2c.
Larzalier, A. H. . . . . Q. M. 1c.
Latigue, A. L. . . . . Matt. 1c.
Latimer, C. . . . . S. 2c.
La Tourette, P. . . . . S. 2c.
Lawless, J. J. . . . . Sea.
Lawson, H. E. . . . . S. 2c.
Leader, J. H. . . . . Bkr. 2c.
Lebeda, E. F. . . . . S. 2c.
La Count, G. A. . . . . H. A. 2c.
Leferve, A. R. . . . . S. 2c.
Leist, J. C. . . . . Sea.
Lenear, S. B. . . . . Matt. 3c.
Lenherr, C. P. . . . . Sea.
Leonard, W. P. . . . . Eng. 1c.
Leopold, L. . . . . H. A. 2c.
Letchi, J. A. . . . . F. 2c.
Le Van, M. L. . . . . S. 2c.
Levias, B. . . . . S. 2c.
Lewry, A. E. . . . . Ch. Y.
Lindey, L. A. . . . . E. 1c.
Little, I. E. . . . . H. A. 1c.
Lizzote, A. E. . . . . F. 2c.
Lombardi, A. . . . . W. R. Ck.
Long, E. D. . . . . Eng. 1c.
Long, L. M. . . . . F. 1c.
Longton, H. . . . . S. 2c.
Lopez, A. . . . . Matt. 3c.
Lotfey, A. H. . . . . F. 2c.
Lovellette, W. S. . . . . S. 2c.
Lowe, W. . . . . F. 3c.
Luck, A. . . . . 1 Mus.
Lucken, E. . . . . F. 1c.
Lutcha, R. . . . . F. 1c.
Macauley, H. M. . . . . E. 2c.
McArdle, S. J. . . . . F. 1c.
McBane, T. W. . . . . H. A. 1c.
McBride, J. . . . . F. 2c.
McCarthy, W. H. . . . . F. 2c.
McCormick, E. G. . . . . F. 2c.
McCormick, R. . . . . F. 2c.
McGray, V. A. . . . . Sea.
McCurdy, F. E. . . . . C. B. M.
McDaniels, A. J. . . . . F. 2c.
McDearmid, A. . . . . Eng. 1c.
McDermott, J. F. . . . . F. 2c.
McDonald, D. . . . . Eng. 1c.
McDonald, W. R. . . . . Cox.

MacFerran, D. . . . . C. M. 1c.
McGahan, A. . . . . F. 2c.
McGinnis, T. G. . . . . F. 3c.
McKevitt, L. L. . . . . F. 3c.
McMahon, W. T. . . . . W. T.
McMenamin, H. H. . . . . S. 2c.
McNutt, H. T. . . . . F. 2c.
McSolla, J. J. . . . . F. 2c.
MacAdams, A. R. . . . . Bkr. 1c.
MacDonald, J. H. . . . . W. R. Std.
MacMillan, J. W. . . . . S. 2c.
MacAllister, L. M. . . . . S. 2c.
MacArdle, L. . . . . S. 2c.
McGann, J. A. . . . . Y. 3c.
McClallan, M. O. . . . . H. A. 2c.
McCormick, J. M. . . . . E. 2c.
McDonald, H. J. . . . . Sea.
McGee, C. L. . . . . Bkr. 2c.
McGill, D. T. . . . . Y. 2c.
McIlally, C. H. . . . . F. 3c.
McIntyre, L. R. . . . . F. 2c.
McIntyre, W. . . . . S. C. 2c.
McKenna, E. M. . . . . S. F. 1c.
McKenna, J. H. . . . . F. 3c.
McKie, O. E. . . . . F. 3c.
McKeon, J. R. . . . . F. 3c.
McLaren, K. . . . . E. 3c.
McMahon, H. P. . . . . Sig. 3c.
McMurry, B. D. . . . . F. 3c.
McWhorter, J. W. . . . . Ph. M. 3c.
Magris, L. . . . . Matt. 3c.
Malfettano, F. . . . . W. R. Std.
Malnati, J. . . . . C. C. Std.
Mann, H. G. . . . . F. 2c.
Manning, J. . . . . Sea.
Manning, W. A. . . . . Sea.
Mantlow, G. P. . . . . Y. 3c.
Manzeno, A. . . . . Matt. 3c.
Marcais, G. . . . . F. 2c.
Marcanaro, A. . . . . W. R. Ck.
Marcelin, J. . . . . Matt. 1c.
Marelli, A. J. . . . . F. 3c.
Mark, S. J. . . . . S. 2c.
Marnell, W. R. . . . . F. 1c.
Maratto, M. . . . . C. M. A. A.
Marsh, R. E. . . . . C. Y.
Martin, A. J. . . . . Matt. 1c.
Martin, A. R. . . . . F. 3c.
Martin, A. . . . . Y. 2c.
Martin, C. . . . . Cbn. Std.
Martin, F. W. . . . . S. 2c.
Martin, I. W. . . . . Matt. 3c.
Martin, M. P. . . . . F. 2c.
Martin, R. T. . . . . H. A. 2c.
Maschke, F. C. . . . . S. 2c.
Mason, B. . . . . Matt. 3c.
Mason, C. I. . . . . S. C. 2c.
Massini, S. . . . . W. R. Ck.
Masten, L. R. . . . . F. 1c.
Mathews, W. L. . . . . F. 3c.
Mathis, D. C. . . . . F. 3c.
Matier, J. H. . . . . Sea.
Matos, A. . . . . Matt. 3c.
Mattaini, A. . . . . S. 2c.
Mattison, J. B. . . . . Ph. M. 2c.
Mauk, F. B. . . . . F. 2c.
Mauthe, H. G. . . . . Mus. 1c.
Maxwell, J. J. . . . . F. 3c.
Maxwell, L. L. . . . . Y. 1c.
Maxwell, W. H. . . . . Ch. Y.
May, E. H. . . . . H. A. 2c.
Mayer, J. J. . . . . F. 3c.
Meagher, P. P. . . . . F. 3c.
Meek, J. T. . . . . Sea.
Mehl, L. F. . . . . S. 2c.

Enlisted Men Attached to the George Washington

Melby, A. . . . . F. 3c.
Merrigan, L. A. . . . . Stkr.
Meyer, A. . . . . W. R. Std.
Meyer, A. A. . . . . H. A. 2c.
Meyers, L. G. . . . . S. C. 1c.
Michael, C. L. . . . . F. 3c.
Middleman, M. . . . . S. 2c.
Mikshitsh, K. . . . . M. M. 2c.
Miles, O. R. . . . . Matt. 3c.
Miller, E. . . . . Ph. M. 3c.
Miller, G. . . . . F. 3c.
Miller, J. E. . . . . F. 3c.
Miller, N. D. . . . . Ph. M. 2c.
Mills, J. E. . . . . Y. 2c.
Mills, R. J. . . . . F. 3c.
Minor, W. C. . . . . S. 2c.
Mizell, H. W. . . . . S. C. 4c.
Moeller, G. J. . . . . C. M. M.
Moffia, A. . . . . Sea.
Monahan, G. G. . . . . Matt. 3c.
Monahan, J. H. . . . . M. M. 1c.
Monnette, O. . . . . S. 2c.
Moore, J. F. . . . . F. 1c.
Moore, J. . . . . M. M. 2c.
Moore, T. J. . . . . S. 2c.
Moore, V. E. . . . . W. O. Ck.
Morello, C. B. . . . . Mus. 1c.
Morello, J. . . . . F. 1c.
Moren, R. A. . . . . Matt. 3c.
Morgan, O. E. . . . . F. 2c.
Morgan, H. C. . . . . Sea.
Morgan, S. G. . . . . Ph. M. 2c.
Morgan, A. E. . . . . C. B. M.
Morrison, M. J. . . . . Q. M. 3c.
Morrow, H. W. . . . . F. 3c.
Mosbach, E. F. . . . . B. M. 2c.
Mouland, F. E. . . . . C. M. 2c.
Mudse, J. M. . . . . F. 2c.
Mueler, E. F. . . . . S. 2c.
Mueller, R. F. . . . . F. 3c.
Mullen, T. A. . . . . F. 3c.
Mullen, W. J. . . . . Sea.
Mumford, A. A. . . . . F. 3c.
Munyon, W. W. . . . . G. M. 2c.
Murphy, R. W. . . . . Sea.
Murphy, R. . . . . F. 3c.
Murphy, W. . . . . F. 2c.
Murphy, L. E. . . . . F. 1c.
Myers, G. R. . . . . Matt. 1c.
Myers, G. . . . . F. 3c.
Myers, O. A. . . . . Sea.
Myerson, W. . . . . Cox.
Mallon, L. . . . . S. 2c.
Malloy, T. G. . . . . F. 2c.
Malone, J. C. . . . . M. M. 2c.
Malone, O. . . . . F. 1c.
Mancuso, J. . . . . S. 2c.
Mandry, J. G. . . . . S. 2c.
Manning, J. . . . . S. 2c.
Manuels, M. F. . . . . F. 3c.
Martin, C. . . . . Cbn. Std.
Martin, R. C. . . . . Sea.
Martin, W. . . . . Q. M. 3c.
Martin, W. F. . . . . M. M. 2c.
Martineau, H. J. . . . . S. 2c.
Marting, E. C. . . . . F. 3c.
Mason, C. I. . . . . F. 2c.
Mason, H. H. . . . . S. 2c.
Mathews, W. B. . . . . Sea.
Matone, H. J. . . . . F. 2c.
Matthews, W. . . . . Matt. 3c.
Mattison, M. . . . . F. 3c.
Matuwice, F. J. . . . . Oiler
Maupai, F. L. . . . . C. B. M.
Meding, S. . . . . Matt. 3c.

Meehan, J. P. . . . . F. 3c.
Meisel, A. . . . . C. M. M.
Meng, G. S. . . . . Sea.
Menk, C. I. . . . . S. C. 3c.
Merrifield, C. S. . . . . C. B. M.
Merymon, D. N. . . . . F. 3c.
Meyer, I. R. . . . . Ch. Y.
Meyers, R. . . . . F. 3c.
Midxorski, B. . . . . S. 2c.
Mikkelson, L. C. . . . . Y. 1c.
Miller, J. O. . . . . S. 2c.
Miller, J. A. . . . . F. 3c.
Miller, W. J. . . . . S. C. 3c.
Minesinger, M. . . . . S. 2c.
Mingee, B. . . . . S. C. 2c.
Mizera, F. J. . . . . S. 2c.
Mocnoy, J. A. . . . . Cox.
Mohoney, J. J. . . . . F. 1c.
Molitor, V. J. . . . . F. 3c.
Molloy, J. . . . . Cox.
Monahan, E. M. . . . . F. 3c.
Monahan, I. . . . . F. 1c.
Montgomery, W. K. . . . . S. 2c.
Moody, O. . . . . E. 2c.
Mooers, G. T. . . . . C. C. Std.
Moore, J. . . . . S. 2c.
Morgan, J. . . . . C. W. T.
Morr, H. A. . . . . F. 3c.
Morris, E. W. . . . . Matt. 3c.
Moses, L. R. . . . . Sea.
Mosher, E. L. . . . . F. 1c.
Mugg, M. B. . . . . Y. 1c.
Mulholland, J. J. . . . . F. 3c.
Murphy, D. . . . . F. 2c.
Murphy, J. F. . . . . M. M. 2c.
Murphy, L. B. . . . . S. 2c.
Myers, D. H. . . . . F. 3c.
Nash, L. . . . . F. 2c.
Naugle, K. C. . . . . Sea.
Nawrock, W. J. . . . . F. 3c.
Neff, H. E. . . . . E. 2c.
Newsom, T. . . . . Oiler
Nicholas, R. H. . . . . H. A. 2c.
Nickel, G. W. . . . . E. 2c.
Nicol, A. . . . . F. 2c.
Notle, R. D. . . . . C. B. M.
Norton, J. . . . . S. 2c.
Nystrom, H. A. . . . . S. 2c.
Neitman, H. . . . . B. M. 2c.
Nall, F. H. . . . . H. A. 2c.
Nalls, F. E. . . . . F. 1c.
Nally, F. J. . . . . F. 1c.
Nastke, F. F. . . . . F. 1c.
Natal, F. . . . . Matt. 3c.
Negi, G. . . . . Cbn. Std.
Neil, H. . . . . Sea.
Nelson, J. . . . . Matt. 3c.
Newman, E. T. . . . . F. 3c.
Newstead, H. F. . . . . G. M. 1c.
Newton, R. B. . . . . Y. 1c.
Ney, H. E. . . . . Sea.
Nichols, C. . . . . Matt. 3c.
Nicosia, M. F. . . . . F. 3c.
Nielson, H. V. . . . . F. 1c.
Nieswiadomy, J. . . . . F. 1c.
Nitschke, R. . . . . C. C. M.
Nolan, T. H. . . . . F. 1c.
Norquist, E. C. . . . . F. 2c.
Nowak, L. . . . . Sea.
Nowak, W. G. . . . . F. 3c.
Nuckolls, J. R. . . . . F. 3c.
Oakes, J. F. . . . . F. 3c.
Oberhauser, C. E. . . . . F. 3c.
O'Brien, F. A. . . . . Sea.
Ockert, C. W. . . . . C. Y.

O'Flaherty, P. J. . . . F. 3c.
Ogle, R. N. . . . C. B. M.
Olton, O. S. . . . Matt. 3c.
Onderdonk, G. . . . Sea.
O'Neil, B. . . . F. 2c.
O'Neil, J. A. . . . Sea.
O'Rourke, J. D. . . . Sea.
Ortlepp, H. O. . . . Cox.
Osborn, C. . . . Bdmstr.
O'Sullivan, T. F. . . . S. F. 1c.
Otto, G. . . . Sea.
Owen, E. Q. . . . F. 3c.
Owen, H. F. . . . F. 1c.
Oakes, H. E. . . . F. 1c.
Oberowsky, W. L. . . . C. Std.
Obersig, H. S. . . . F. 3c.
O'Brien, D. T. . . . F. 2c.
O'Brien, J. F. . . . C. C. M.
O'Brien, M. P. . . . Y. 2c.
O'Brien, W. M. . . . E. 2c.
Ochampaugh, L. L. . . . Ph. M. 1c.
Odonnell, C. C. . . . Sea.
O'Hara, B. J. . . . F. 2c.
O'Hare, A. E. . . . Sea.
Olcott, R. J. . . . Sea.
Olish, G. E. . . . F. 3c.
Oliver, C. A. . . . W. R. Ck.
Olson, R. N. . . . Bkr.
Olson, W. R. . . . Sea.
Osborne, J. W. . . . F. 1c.
Otey, C. K. . . . Matt. 3c.
Otremba, M. B. . . . F. 3c.
Overmeyer, F. O. . . . Sea.
Oxford, J. M. . . . Ph. M. 1c.
Page, T. S. . . . F. 1c.
Palmer, H. . . . Matt. 1c.
Papanti, A. D. . . . F. 2c.
Parinas, E. . . . Matt. 3c.
Parker, L. W. . . . C. Q. M.
Parker, W. J. . . . Sea.
Parkhurst, A. N. . . . F. 2c.
Parrett, L. F. . . . F. 1c.
Partiria, A. S. . . . Cbn. Ck.
Paslay, C. S. . . . S. C. 1c.
Patterson, W. . . . Sea.
Pederson, J. B. . . . S. 2c.
Peet, C. A. . . . F. 3c.
Pendleton, H. H. . . . S. 2c.
Perkins, S. L. . . . C. M. 2c.
Perry, H. F. . . . Matt. 3c.
Peters, S. S. . . . F. 3c.
Peterson, W. M. . . . C. M. M.
Peterson, J. R. . . . Sea.
Peterson, M. R. . . . W. T.
Pattit, B. D. . . . F. 1c.
Peyson, G. D. . . . Sea.
Pfaff, R. . . . C. M. M.
Phares, P. C. . . . F. 3c.
Phelan, P. A. . . . Sea.
Pickard, D. R. . . . F. 3c.
Pierkariczyk, J. W. . . . Sea.
Pierce, A. A. . . . Matt. 3c.
Pierson, M. G. . . . Sea.
Pigott, W. . . . F. 3c.
Pinkerton, F. B. . . . Sea.
Pitts, J. . . . F. 2c.
Ploeger, B. V. . . . F. 3c.
Polhamus, W. . . . B. M. 2c.
Pollock, L. . . . C. C. Std.
Prophet, C. E. . . . F. 1c.
Prussen, C. . . . F. 3c.
Pulaski, H. W. . . . C. B. M.
Pulis, J. B. . . . S. C. 3c.
Paley, B. . . . Mus. 1c.
Paliotta, M. . . . Sea.

Palma, A. . . . Mus. 1c.
Pappalardo, A. . . . W. R. Ck.
Parish, J. A. . . . F. 2c.
Park, E. A. . . . Q. M. 2c.
Parker, M. C. . . . F. 1c.
Parks, A. . . . F. 3c.
Pattersaul, J. L. . . . Matt. 3c.
Peck, V. P. . . . S. 2c.
Pedegnana, B. . . . F. 1c.
Perrin, A. . . . S. 2c.
Perry, G. R. . . . Matt. 3c.
Perry, J. E. . . . F. 2c.
Pettit, B. D. . . . W. T.
Peyraud, H. . . . Cbn. Std.
Pfeiffer, A. L. . . . Ph. M. 2c.
Phillips, L. H. . . . Ph. M. 3c.
Piechomiak, E. F. . . . F. 3c.
Pilgrim, E. S. . . . H. A. 1c.
Pines, M. W. . . . Matt. 2c.
Pinne, D. E. . . . Sig. 1c.
Piper, W. J. . . . Eng. 2c.
Pitchford, T. H. . . . Matt. 3c
Pitlock, F. J. . . . F. 3c.
Pitteelkan, F. J. . . . F. 2c.
Pitts, O. B. . . . F. 1c.
Planck, R. S. . . . E. 3c.
Porter, H. G. . . . S. 2c.
Postel, H. . . . S. 2c.
Poulin, G. J. . . . S. 2c.
Poulson, W. H. . . . S. 2c.
Powell, H. I. . . . Sea.
Powell, J. H. . . . F. 2c.
Powers, P. J. . . . C. Str. Kr.
Pradere, A. M. . . . Eng. 2c.
Pratt, W. . . . Ph. M. 3c.
Prendergast, T. J. . . . F. 3c.
Prentiss, A. D. . . . S. K. 3c.
Preston, W. W. . . . Matt. 3c.
Purdy, C. N. . . . H. A. 2c.
Quinlivan, J. . . . S. 2c.
Quinn, F. T. . . . Sea.
Quinn, J. H. . . . F. 1c.
Qualter, M. B. . . . F. 2c.
Ramp, L. J. . . . S. 2c.
Rappott, H. . . . C. Y.
Ratcliffe, A. E. . . . M. M. 2c.
Realdine, J. . . . S. 2c.
Redmond, W. F. . . . S. 2c.
Reed, R. . . . C. Y.
Reeder, J. W. . . . F. 2c.
Regan, J. . . . F. 3c.
Renner, J. H. . . . F. 1c.
Rennie, N. L. . . . F. 2c.
Reyes, T. . . . Cbn. Std.
Rice, A. . . . F. 2c.
Rice, G. . . . Matt. 3c.
Richards, W. L. . . . F. 3c.
Richardson, G. L. . . . B'smth.
Richardson, L. C. . . . F. 1c.
Richardson, W. L. . . . Sea.
Richtzenhain, E. E. . . . Sea.
Ricker, R. D. . . . S. 2c.
Riley, W. J. . . . Bkr. 2c.
Risoff, J. L. . . . F. 3c.
Roberts, E. P. . . . H. A. 2c.
Roberts, G. D. . . . F. 3c.
Roberts, R. M. . . . S. 2c.
Robinson, T. C. . . . F. 1c.
Rodgers, P. F. . . . S. 2c.
Rodgers, H. M. . . . F. 3c.
Rogan, J. . . . W. T.
Rohwer, C. A. . . . F. 3c.
Ronan, J. D. . . . H. A. 1c.
Roscoe, F. E. . . . F. 2c.
Rosenwald, M. . . . Q. M. 2c.

Rourke, J. D. . . . . Cox.
Rubin, C. . . . . S. 2c.
Rudolph, A. A. . . . . Bmkr.
Ryalls, F. B. . . . . Bkr. 2c.
Ralphs, E. . . . . F. 2c.
Ralston, D. . . . . Eng. 2c.
Randall, E. . . . . F. 1c.
Rasch, W. L. . . . . W. T.
Raymore, W. V. . . . . Matt. 3c.
Reddy, J. J. . . . . Sea.
Reed, J. A. . . . . Eng. 2c.
Reed, S. . . . . Matt. 3c.
Regenauer, P. W. . . . . F. 3c.
Reilly, J. B. . . . . Sea.
Reiners, M. G. . . . . M. M. 1c.
Remington, E. B. . . . . Mus. 1c.
Remsen, W. E. . . . . Q. M. 3c.
Rennick, D. Mc. . . . . Y. 3c.
Reynolds, A. L. . . . . Eng. 2c.
Reynolds, J. J. . . . . Sea.
Rice, J. F. . . . . F. 2c.
Richard, B. . . . . F. 3c.
Richardson, H. W. . . . . H. A. 1c.
Richardson, W. M. . . . . F. 1c.
Richesson, G. L. . . . . F. 1c.
Richie, K. W. . . . . F. 2c.
Riecker, F. . . . . Bkr. 2c.
Riedinger, C. . . . . W. R. Ck.
Rifkin, S. F. . . . . Sea.
Riggins, W. T. . . . . M. M. 2c.
Rigsbee, E. L. . . . . F. 1c.
Rimer, J. M. . . . . Sig. 1c.
Rinck, J. F. . . . . F. 2c.
Ritchie, W. G. . . . . Sea.
Roach, J. E. . . . . Sea.
Robbs, R. H. . . . . F. 3c.
Robertson, I. S. . . . . F. 1c.
Robinson, M. F. . . . . F. 1c.
Robinson, R. E. . . . . F. 1c.
Robinson, T. C. . . . . F. 1c.
Robinson, W. H. . . . . F. 1c.
Rockwish, R. . . . . Sea.
Roden, E. V. . . . . Sea.
Rogers, H. E. . . . . F. 3c.
Roholt, C. A. . . . . F. 1c.
Roma, P. C. . . . . F. 1c.
Ronga, J. . . . . W. R. Std.
Roscoe, M. . . . . F. 3c.
Rose, S. . . . . Stkr.
Rosenhall, O. W. . . . . Eng. 1c.
Rossbach, H. V. . . . . W. T.
Rothmeyer, G. S. . . . . Y. 1c.
Rotondi, H. . . . . E. 3c.
Rounds, L. W. . . . . F. 3c.
Roupenian, R. M. . . . . Sea.
Rowe, W. A. . . . . S. C. 3c.
Rowen, T. S. . . . . W. T.
Roy, I. . . . . Matt. 3c.
Roy, W. J. . . . . S. 2c.
Ruffolo, L. J. . . . . F. 3c.
Rusmisell, C. T. . . . . E. 1c.
Russel, D. G. . . . . Sea.
Rutter, E. E. . . . . Mus. 1c.
Ryan, A. R. . . . . Eng. 1c.
Ryan, M. H. . . . . Ptr. 1c.
Ryan, W. A. . . . . Stkr. 2c.
Sabronick, H. . . . . W. R. Std.
Salmon, J. . . . . E. 2c.
Sangree, E. M. . . . . E. 2c.
Saunders, E. A. . . . . C. Y.
Sapperstein, A. . . . . F. 1c.
Saulsgiver, A. R. . . . . S. C. 3c.
Saxton, O. I. . . . . S. 2c.
Scanlon, D. L. . . . . Sea.
Schardt, A. J. . . . . F. 1c.
Schearing, F. J. . . . . F. 1c.
Schneider, C. . . . . Eng. 2c.
Scott, G. L. . . . . Ch. Y.
Scully, E. F. . . . . Eng. 2c.
Scully, J. M. . . . . F. 2c.
Sears, L. . . . . C. E.
Segars, C. P. . . . . Matt. 3c.
Seibert, C. F. . . . . M. A. A. 1c.
Seiler, W. . . . . F. 2c.
Selman, C. M. . . . . F. 2c.
Sentell, T. F. . . . . C. W. T.
Sewell, B. P. . . . . F. 1c.
Sexton, J. M. . . . . Matt. 3c.
Shaffar, L. A. . . . . S. C. 2c.
Shanks, W. . . . . F. 2c.
Sharpe, R. W. . . . . B. M. 2c.
Shaughnessy, C. E. . . . . S. 2c.
Shaw, G. R. . . . . Sea.
Sheehan, L. J. . . . . F. 2c.
Shinnick, W. . . . . Sea.
Shotwell, W. R. . . . . S. C. 1c.
Shultz, H. . . . . F. 2c.
Shuttleton, J. E. . . . . S. C. 2c.
Simmons, C. A. . . . . P. & F.
Simmons, H. . . . . Matt. 3c.
Simmons, J. . . . . F. 3c.
Simonds, W. . . . . W. R. Ck.
Simpson, Mary . . . . . C. Y.
Singletary, F. A. . . . . B. M. 2c.
Sipp, H. J. . . . . Y. 1c.
Smallwood, C. H. . . . . W. T.
Smith, B. T. . . . . F. 3c.
Smith, B. F. . . . . S. C. 2c.
Smith, D. L. . . . . C. M. M.
Smith, E. . . . . C. E.
Smith, G. W. . . . . E. 1c.
Smith, H. K. . . . . F. 1c.
Smith, P. V. . . . . Sea.
Smith, R. J. . . . . F. 2c.
Smith, R. C. . . . . C. M. 3c.
Snell, M. . . . . W. R. Std.
Snowden, R. . . . . Matt. 3c.
Snyder, J. F. . . . . W. T.
Sokol, G. M. J. . . . . F. 1c.
Souhrada, F. J. . . . . Sea.
Spence, N. B. . . . . Y. 2c.
Spincola, J. . . . . Sea.
Stange, H. . . . . E. 3c.
Stanley, C. V. . . . . S. 2c.
Stass, T. . . . . Mus. 1c.
Stefano, A. . . . . F. 1c.
Sterling, F. M. . . . . S. 2c.
Sterling, J. . . . . W. R. Std.
Stetz, S. . . . . S. 2c.
Stewart, W. J. . . . . F. 2c.
Stoll, L. D. . . . . S. 2c.
Storey, D. D. . . . . S. 2c.
Struppman, C. W. . . . . C. M. M.
Sturt, Vera . . . . . C. Y.
Sullivan, D. . . . . M. A. A. 2c.
Sullivan, T. . . . . W. T.
Sulvetta, S. . . . . F. 1c.
Swain, O. K. . . . . Sea.
Swanson, R. M. . . . . Sea.
Sager, L. . . . . F. 1c.
Saluski, S. . . . . F. 3c.
Scagni, I. . . . . Cbn. Std.
Scanlon, F. C. . . . . F. 3c.
Scanlon, W. F. . . . . Cox.
Schan, C. J. . . . . F. 2c.
Schaud, H. . . . . F. 1c.
Scherer, F. . . . . Sea.
Schnitzius, N. . . . . F. 3c.
Scholan, G. M. . . . . S. F. 1c.
Schug, C. G. . . . . Mus. 1c.

Schulte, C. G. . . . . F. 3c.
Schultze, H. . . . . Bkr. 2c.
Schwab, A. A. . . . . F. 1c.
Schwab, J. . . . . Matt. 3c.
Scott, C. G. . . . . Sea.
Scott, J. R. . . . . Ph. M. 1c.
Sears, F. W. . . . . Matt. 3c.
Seeley, C. . . . . Cbn. Std.
Selleck, G. F. . . . . S. C. 4c.
Seres, I. G. . . . . C. C. Std.
Sewell, I. G. . . . . F. 3c.
Shaddick, S. . . . . W. R. Std.
Shafer, W. I. . . . . C. M. 2c.
Shanley, T. J. . . . . C. C. M. Std.
Sharp, W. S. . . . . S. Kr. 3c.
Sheehan, T. . . . . M. M. 2c.
Sheffield, J. R. . . . . C. E.
Sheldrake, R. A. . . . . Sea.
Shields, J. M. . . . . C. Y.
Shirah, E. . . . . S. 2c.
Shultz, F. . . . . F. 1c.
Siebold, A. G. . . . . Sea.
Sikerski, E. . . . . F. 1c.
Silva, J. W. . . . . Crsmth.
Simko, J. M. . . . . S. 2c.
Simmons, R. F. . . . . Sea.
Simmons, W. M. . . . . F. 1c.
Sinclair, D. . . . . S. 2c.
Skelly, E. A. . . . . Sea.
Slocomb, G. . . . . F. 1c.
Slocomb, J. . . . . F. 1c.
Smentek, L. F. . . . . Sea.
Smith, C. F. . . . . S. 2c.
Smith, C. W. . . . . Eng. 2c.
Smith, C. F. . . . . Cox.
Smith, G. D. . . . . F. 3c.
Smith, G. R. . . . . F. 3c.
Smith, H. T. . . . . Sea.
Smith, H. D. . . . . Eng. 2c.
Smith, M. N. . . . . Sea.
Smith, R. C. . . . . Sea.
Smith, R. E. . . . . Y. 1c.
Smith, W. . . . . S. 2c.
Smith, W. O. . . . . F. 1c.
Smith, W. D. . . . . F. 1c.
Smithe, E. . . . . Matt. 3c.
Smoak, S. . . . . Matt. 3c.
Smora, J. . . . . F. 3c.
Snaith, S. G. . . . . C. M. 2c.
Snyder, C. M. . . . . Ph. M. 2c.
Snyder, R. T. . . . . W. T.
Sodermark, A. A. . . . . Sea.
Solignao, H. . . . . C. Std.
Sorg, G. W. . . . . Sea.
Southers, H. C. . . . . Sea.
Soyka, E. . . . . S. C. 2c.
Speidel, J. W. . . . . S. C. 3c.
Sperak, W. . . . . F. 1c.
Spiggle, J. S. . . . . Ph. M. 3c.
Spitsen, P. A. . . . . Sea.
Stadt, H. E. . . . . F. 1c.
Stankovitch, H. . . . . S. 2c.
Stanley, C. V. . . . . Sea.
Staplefeldt, E. W. . . . . Sea.
Steele, H. . . . . F. 2c.
Stephens, A. W. . . . . Eng. 2c.
Stevens, W. P. . . . . Eng. 1c.
Stevenson, E. J. . . . . W. T.
Stierle, P. E. . . . . Bkr. 1c.
Stiles, R. A. . . . . Sea.
Stilp, S. R. . . . . C. M. 2c.
Stoll, R. G. . . . . F. 3c.
Stout, R. J. . . . . Sea.
St. Peter, G. T. . . . . Mus. 2c.
Strickland, H. C. . . . . Eng. 2c.
Stroehmer, L. L. . . . . S. 2c.
Strunk, L. R. . . . . S. 2c.
Summerville, A. . . . . Bkr. 1c.
Sutherland, G. E. . . . . Sea.
Sutton, R. . . . . S. 2c.
Swanson, A. L. . . . . C. M. M.
Swearington, W. H. . . . . C. M. M.
Sweet, J. H. . . . . Bkr. 1c.
Swengres, R. M. . . . . E. 2c.
Swensen, N. C. . . . . F. 1c.
Swike, J. F. . . . . F. 1c.
Taafe, V. L. . . . . S. 2c.
Tadyck, F. . . . . S. 2c.
Tansey, J. J. . . . . Oiler
Taylor, J. E. . . . . E. 1c.
Taylor, O. C. . . . . Ph. M. 2c.
Tears, E. . . . . S. 2c.
Teeters, H. . . . . F. 2c.
Terry, R. M. . . . . Sea.
Terry, W. T. . . . . E. 3c.
Thevent, C. S. . . . . E. 1c.
Thomas, J. E. . . . . Sea.
Thomas, W. H. . . . . B. M. 1c.
Thompson, H. P. . . . . E. 2c.
Thompson, J. H. . . . . Sea.
Thompson, L. . . . . S. 2c.
Thoms, F. S. . . . . Matt. 1c.
Thorne, F. W. . . . . W. R. Std.
Timek, J. W. . . . . F. 2c.
Timmann, J. F. . . . . F. 1c.
Timpany, L. R. . . . . F. 2c.
Tinker, D. A. . . . . Sea.
Tipaldo, J. . . . . Sea.
Tirschfeld, H. . . . . F. 1c.
Tobin, H. J. . . . . Y. 1c.
Totten, J. H. . . . . F. 2c.
Townsend, W. B. . . . . F. 2c.
Trahan, J. C. . . . . S. 2c.
Travis, A. E. . . . . F. 2c.
Treat, W. C. . . . . Stkr.
Tresham, A. J. . . . . Q. M. 3c.
Trombley, W. R. . . . . F. 2c.
Trosinski, S. J. . . . . Sea.
Trudelle, O. . . . . Sea.
Twyford, W. G. . . . . Sea.
Taafe, J. G. . . . . B. M. 2c.
Tagl, F. J. . . . . G. M. 1c.
Talmadge, C. L. . . . . Y. 3c.
Tamayo, R. . . . . Matt. 3c.
Tartell, J. . . . . Matt. 3c.
Tata, W. A. . . . . S. 2c.
Taylor, J. W. . . . . S. 2c.
Teeple, A. W. . . . . Y. 1c.
Teige, E. W. . . . . Sea.
Terhunne, H. A. . . . . Ph. M. 2c.
Theis, W. F. . . . . Mus. 1c.
Thomas, J. . . . . Matt. 3c.
Thomas, J. W. . . . . S. 2c.
Thompson, A. R. . . . . F. 1c.
Thompson, C. E. . . . . Mus. 1c.
Thompson, H. R. . . . . Sea.
Thompson, R. L. . . . . F. 1c.
Thurston, H. M. . . . . C. M. M.
Tierney, E. J. . . . . E. 2c.
Todd, R. L. . . . . Y. 1c.
Tomko, M. J. . . . . Sea.
Toomey, W. . . . . Sea.
Tornielli, L. . . . . Cbn. Std.
Towne, H. A. . . . . F. 1c.
Trimble, L. S. . . . . S. C. 2c.
Tucker, C. H. . . . . Sea.
Tucker, M. H. . . . . Matt. 3c.
Tucker, W. C. . . . . Ph. M. 3c.
Tuckwell, A. J. . . . . S. 2c.
Turner, L. C. . . . . E. 2c.

Turner, T. M. . . . S. 2c.
Turzyn, F. J. . . . F. 2c.
Tyree, N. . . . F. 2c.
Ulrich, T. . . . S. C. 4c.
Unsworth, A. A. . . . S. 2c.
Urmy, H. S. . . . Q. M. 3c.
Urner, G. . . . Sea.
Ulmen, J. H. . . . Ph. M. 3c.
Ulmer, R. . . . F. 2c.
Ulrich, A. B. . . . Mus. 1c.
Underwood, D. L. . . . Mus. 1c.
Unger, W. R. . . . Bkr. 2c.
Valentine, N. P. . . . C. C. M.
Van Foos, C. D. . . . F. 1c.
Versoy, C. E. . . . Sea.
Vesotsky, S. S. . . . S. 2c.
Vinson, J. . . . F. 3c.
Van Duyne, B. . . . Matt. 3c.
Van Voorst, G. O. . . . Sea.
Van Wie, P. D. . . . Sig. 2c.
Van Winkle, E. . . . F. 1c.
Vernon, E. D. . . . F. 1c.
Vickery, C. W. . . . S. 2c.
Viders, P. H. . . . Matt. 3c.
Vigue, L. . . . Sea.
Vista, M. . . . W. R. Ck.
Volk, J. A. . . . S. 2c.
Von Bremen, R. A. . . . Cox.
Wagner, C. L. . . . S. 2c.
Wainwright, S. H. . . . Sea.
Walcutt, G. . . . Stkr. 3c.
Walden, L. A. . . . Sea.
Waldrep, C. J. . . . S. 2c.
Walker, A. E. . . . Ph. M. 3c.
Walker, L. S. . . . S. 2c.
Wallace, J. . . . Ph. M. 1c.
Wallace, J. S. . . . Y. 3c.
Wallace, R. H. . . . C. W. T.
Walters, W. O. . . . F. 2c.
Wamsley, W. A. . . . F. 1c.
Waugh, R. L. . . . A. S.
Weber, J. A. . . . Y. 3c.
Weeks, G. H. . . . S. 2c.
Weidmaier, G. E. . . . F. 2c.
Weimer, H. A. . . . Sea.
Welsh, J. . . . S. 2c.
Wendrowwiecki, M. J. . . . S. 2c.
Wengeroff, S. . . . F. 3c.
Wensel, R. W. . . . F. 2c.
Werwinski, C. . . . F. 2c.
Wharton, J. B. . . . Matt. 3c.
White, G. H. . . . Sig. 1c.
White, J. A. . . . F. 1c.
White, J. O. . . . Sea.
Whiteman, W. . . . C. C. M.
Whitney, O. G. . . . Y. 2c.
Whittier, W. . . . G. M. 3c.
Whorley, C. J. . . . F. 2c.
Wiggins, R. C. . . . Y. 2c.
Wild, W. G. . . . W. T.
Williams, D. E. . . . S. 2c.
Williams, E. L. . . . F. 2c.
Williams, G. B. . . . F. 2c.
Williams, L. A. . . . F. 1c.
Williams, L. T. . . . W. T.
Williams, V. E. . . . Oiler
Williams, V. . . . Oiler
Williamson, R. F. . . . Oiler
Wilson, H. J. . . . S. C. 2c.
Wohlstader, V. H. . . . Sea.
Wolff, F. G. . . . S. 2c.
Wolfkamp, V. . . . S. C. 2c.
Wood, G. . . . Swgt.
Woods, B. R. . . . F. 1c.
Wrase, F. G. . . . Sea.

Wright, V. P. . . . F. 3c.
Wright, W. H. . . . Matt. 3c.
Wymbs, F. M. . . . Y. 2c.
Wynn, C. D. . . . Sea.
Ware, G. W. . . . Sea.
Warner, G. J. . . . Sea.
Warren, E. N. . . . Sea.
Waterhouse, H. A. . . . Matt. 3c.
Webster, R. G. . . . Ph. M. 3c.
Weiner, I. . . . Matt. 3c.
Welker, G. L. . . . Mus. 2c.
Wellner, L. O. . . . F. 2c.
Wells, O. H. . . . F. 2c.
West, E. . . . Matt. 3c.
Whidden, I. . . . E. 3c.
Whitcomb, O. H. . . . Mus. 2c.
White, G. L. . . . F. 1c.
White, T. A. . . . Y. 1c.
Whitman, C. A. . . . Sea.
Wickstrom, W. B. . . . Bkr. 1c.
Widder, G. A. . . . Mus. 2c.
Wiggins, P. L. . . . Eng. 1c.
Wilkerson, F. O. . . . Sea.
Willard, J. W. . . . Sea.
Willenbrock, A. . . . C. Y.
Williams, C. . . . Cbn. Std.
Williams, L. W. . . . S. 2c.
Williams, R. E. . . . Mus. 1c.
Williams, W. B. . . . W. T.
Williamson, S. J. . . . Ph. M. 3c.
Willis, W. J. . . . S. 2c.
Wilson, C. H. . . . S. 2c.
Wilson, E. D. . . . Mus. 2c.
Wilson, R. S. . . . Sea.
Winkler, F. E. M. . . . Mus. 1c.
Winnicki, A. A. . . . F. 1c.
Wise, C. J. . . . S. 2c.
Wolfe, H. R. . . . S. 2c.
Wolfe, L. J. . . . S. 2c.
Woll, E. N. . . . Ph. M. 3c.
Wolz, F. . . . Sea.
Wongrowski, D. . . . F. 1c.
Wood, B. . . . F. 2c.
Wood, R. . . . Ph. M. 3c.
Woodworth, I. L. . . . Sea.
Wrenn, G. W. . . . S. 2c.
Wright, J. S. . . . Cox.
Wright, O. F. . . . Eng. 2c.
Wleklinski, L. . . . Ph. M. 3c.
Wurzlow, W. A. . . . S. 2c.
Wright, T. . . . Matt. 3c.
Woldfork, J. . . . Matt. 3c.
Walton, M. . . . Matt. 3c.
Walters, L. C. . . . Eng. 2c.
Walter, Mc. . . . Cox.
Walter, J. H. . . . S. C. 2c.
Walsh, J. A. . . . S. 2c.
Walsh, C. J. . . . S. 2c.
Wallace, W. D. . . . Eng. 2c.
Wallace, F. J. . . . Eng. 2c.
Wall, J. P. . . . Prtr. 1c.
Walker, J. E. . . . C. B. M.
Walker, G. . . . Sea.
Walker, C. G. . . . Matt. 3c.
Yandt, M. K. . . . Ph. M. 3c.
Yolish, B. . . . Ph. M. 1c.
Yunker, E. . . . C. Std.
Young, E. . . . Matt. 3c.
Yurik, J. J. . . . Sea.
Yarbrough, E. S. . . . S. 2c.
Yeaman, M. . . . F. 2c.
Yeomans, W. J. . . . F. 1c.
Yost, C. E. . . . Ph. M. 3c.
Young, H. . . . Sea.
Zepko, A. W. . . . S. 2c.

Zerbe, R. W. . . . . E. 1c.
Zabosky, P. J. . . . . F. 1c.
Zeder, A. F. . . . . S. 2c.
Zeidenberg, M. . . . . Ph. M. 2c.
Zilliox, R. H. . . . . Sea.
Zimmer, D. L. . . . . S. 2c.
Zimmer, J. W. . . . . Sea.

ROLL CALL MARINE DETACHMENT

U. S. S. *George Washington*

1st Sergeant . . . . . Homer, James T.

Sergeants . . . . . Clemens, Benno V.
Hansen, Paul
Kemper, Loyd

Corporals . . . . . Barron, George E.
Conrad, Harvey L.
Fruit, Charles E.
Jansen, Edward E.
Keckeissen, Clarence H.
Olson, James P.
Hasbrouck, Raymond C.
Henderson, William A. C.

Trumpeters . . . . . Hert, Franklin N.
Stone, Hyman L.

Privates, First Class . . . . Crandall, Charles C.
Freer, Robert M.
Gerlach, Walter E.
Mahr, Charles V.
Snyder, Howard M.
Choinacki, Victor
Colella, Lacy
Durnett, Frank
Flinn, William S., Company Clerk
Mortimer, Walter B., Company Clerk

Privates . . . . . Aides, Daniel J.
Alberts, Curtis S.
Arnold, Louis F.
Bagge, Nils G.
Bailey, Carlton D.
Bilbrough, Frederick E.
Birkel, Wesley
Brachman, Stephen J.
Caudle, Elmo R.
Douthart, Daniel F.
Duggan, James E.
Eldridge, Stanley M.

Privates—*Continued.*
Finkel, Louis
Glickman, Abe
Gordon, Thomas F.
Gorham, Joseph C.
Hedtke, Edward H.
Hennings, Walter R.
Higgins, Herbert J.
Higgins, Paul D.
Higgins, Robert J.
Hill, Albert L.
Hitchens, John L.
Holly, Joseph J.
Hurton, Edward J.
Ireland, Daniel L.
Jeffries, Kenneth
King, Edward L.
La Bonte, Francis L.
Lambert, Charley E.
Luyendyk, Bouelf J.
McAuliffe, Edward L.
McHugh, Thomas D.
Meiser, Robert H.
Steele, Alexander J.
Solomon, Samuel R.
Smith, Oscar L.
Smith, Horatio
Shuder, Anthony
Shannon, John
Russo, John D.
Rouse, Philip J.
Ross, Daniel J.
Raible, Raymond G.
Weber, Harry
Webster, George E.
White, Clarence A.

PASSENGERS TRANSPORTED ON THE "GEORGE WASHINGTON"

OFFICERS OF THE AMERICAN EXPEDITIONARY FORCES TO FRANCE, GROUPED BY TRIPS

TRIP I—Sailed December 4, 1917

CASUALS

Bell, J. Franklin, Major-General, 77th Div.
Booth, Ewing E., Lieut.-Colonel, 77th Div.
Crutcher, John F., Captain, A. D. C., 77th Div.
Brown, Preston, Lieut.-Colonel, 82nd Div.
Hunter, Edward O., Captain, A. D. C., 82nd Div.
Plummer, Edward H., Major-General, 88th Div.
Lincoln, Charles S., Lieut.-Colonel, 88th Div.
Cheadle, Henry B., Captain, A. D. C., 88th Div.
Swift, Eben, Major-General, 82nd Div.
Allen, Henry T., Major-General, 90th Div.
Kingman, John J., Lieut.-Colonel, 90th Div.
Moore, Walter, Captain, A. D. C., 90th Div.
Hale, Harry Clay, Major-General, 84th Div.
Halstead, Samena H., Lieut.-Colonel, 84th Div.
Griswold, Oscar W., Captain, A. D. C., 84th Div.
Greene, Henry A., Major-General, 91st Div.
Brees, Herbert J., Lieut.-Colonel, 91st Div.
Greene, James S., Major, A. D. C., 91st Div.
Roach, Leon L., Lieut.-Colonel, Inf., N. A.
Brown, Will H., Major, Q. M. C., N. A.
Broman, Charles C., Major, Q. M. C., N. A.
Greenamyer, Elmer D., Major, Q. M. C., N. A.
Harwood, Thomas E., Major, Medical Corps.
Green, Ray N., Captain, Q. M. C., N. A.
Titsch, Walter H., Captain, Q. M. C., N. A.
Mott, Frank E., Captain, Q. M. R. C.
Easton, Mortimer D., 1st Lieut., Inf., N. A.
Flett, Charles M., 1st Lieut., A. S. S. C., U. S. R.
Adams, Ferdinand P., 1st Lieut., A. S. S. R. C.
Anderson, Otho B., 1st Lieut., A. S. S. R. C.
Barton, Frank R., 1st Lieut., A. S. S. R. C.
Best, Ernest, 1st Lieut., A. S. S. R. C.
Breed, Bert L., 1st Lieut., A. S. S. R. C.
Brown, Abraham, 1st Lieut., A. S. S. R. C.
Brown, Erwin B., 1st Lieut., A. S. S. R. C.
Bryan, J. C., 1st Lieut., S. O. R. C.
Bryan, Samuel S., Jr., 1st Lieut., A. S. S. R. C.
Burt, Byron T., Jr., 1st Lieut., A. S. S. R. C.
Butler, Chauncey W., 1st Lieut., A. S. S. R. C.
Carroll, George G., 1st Lieut., A. S. S. R. C.
Clarke, Sheldon V., 1st Lieut., A. S. S. R. C.
Duncan, Scott M., 1st Lieut., A. S. S. R. C.
Eaton, Webster W., 1st Lieut., A. S. S. R. C.
Evans, Junius H., 1st Lieut., A. S. S. R. C.
Fox, Joseph M., 1st Lieut., A. S. S. R. C.
Fuselman, Harold H., 1st Lieut., A. S. S. R. C.
Galloway, Louis G., 1st Lieut., A. S. S. R. C.
Hinman, George W., 1st Lieut., A. S. S. R. C.
Lagen, Marc A., 1st Lieut., A. S. S. R. C.
Lair, John R., 1st Lieut., A. S. S. R. C.
Maier, Herman, 1st Lieut., A. S. S. R. C.
Miller, Timothy K., 1st Lieut., A. S. S. R. C.
Murphy, Leo M., 1st Lieut., A. S. S. R. C.
O'Hara, Roscoe S., 1st Lieut., A. S. S. R. C.
Oatman, Harry C., 1st Lieut., A. S. S. R. C.
Parris, George F., 1st Lieut., A. S. S. R. C.
Patterson, Roy K., 1st Lieut., A. S. S. R. C.
Reis, Alvin C., 1st Lieut., A. S. S. R. C.
Ross, Cleo Jepson, 1st Lieut., A. S. S. R. C.
Taylor, Lewallace, 1st Lieut., A. S. S. R. C.
Taylor, William J. R., 1st Lieut., A. S. S. R. C.
Temple, John P., 1st Lieut., A. S. S. R. C.
Wallace, James B., 1st Lieut., A. S. S. R. C.

CASUALS (*Continued*)

Smith, Claud E., 1st Lieut., A. S. S. R. C.
Taylor, Charles E., 1st Lieut., A. S. S. R. C.
Wagner, Earl G., 1st Lieut., A. S. S. R. C.
Edmunds, Arthur D., 1st Lieut., 3rd Cavalry.
Hagar, Thomas M., 1st Lieut., 3rd Cavalry.
Pope, Charles, 2nd Lieut., 3rd Cavalry.
Hart, Harry L., 2nd Lieut., 3rd Cavalry.
Small, Harold E., Captain, C. A. C.
Cochran, John H., Captain, C. A. C.
Haskell, James B., Captain, C. A. C.
Jones, Thomas H., Captain, C. A. C.
Leavenworth, John P., Captain, C. A. C
Melberg, Reinold, Captain, C. A. C.
Meneely, John K., Captain, C. A. C.
Sayler, Henry B., Captain, C. A. C.
Serles, Logan W., Captain, C. A. C.
Townes, John E., Captain, C. A. C.
Teter, Joseph Jesse, Captain, C. A. C.
Sullivan, Alexander C., Captain, C. A. C.
Packard, Gooding, Captain, C. A. C.

AMBULANCE COMPANY NO. 15

Bruce, James W., 1st Lieut., M. R. C.
Klebra, Paul A., 1st Lieut., M. R. C.
Place, Philip W., 1st Lieut., M. R. C.
Winholt, Walter F., 1st Lieut., M. R. C.
Reid, Robert, 1st Lieut., M. R. C.

FIELD HOSPITAL NO. 15

Farmer, Harlow G., Major, M. R. C.
Darling, Milton A., 1st Lieut., M. R. C.
Holcombe, Howard M., 1st Lieut., M. R. C.
Hanbridge, Francis F., 1st Lieut., M. R. C.
Hartman, Louis J., 1st Lieut., M. R. C.
Srygley, Elan S., 1st Lieut., M. R. C.

BASE HOSPITAL NO. 32

Beery, H. R., Major, M. C.
Clark, Edmund D., Major, M. O. R. C.
Kennedy, Bernays, Major, M. O. R. C.
McCullough, Carleton B., Major, M. O. R. C.
Graham, Alois B., Captain, M. O. R. C.
Humes, Charles D., Captain, M. O. R. C.
Page, Lafayette, Captain, M. O. R. C.
Mumford, Eugene B., Captain, M. O. R. C.
Martin, Paul F., Captain, M. O. R. C.
Byrnes, Harry F., Captain, M. O. R. C.
Maxwell, Leslie H., 1st Lieut., M. O. R. C.
Lochry, Ralph L., 1st Lieut., M. O. R. C.
Beeler, Raymond C., 1st Lieut., M. O. R. C.
Hurt, Paul T., 1st Lieut., M. O. R. C.
Moore, Robert M., 1st Lieut., M. O. R. C.
Quimby, Smith A., 1st Lieut., M. O. R. C.
Sweet, Ralph L., 1st Lieut., M. O. R. C.
Funkhouser, Elmer, 1st Lieut., M. O. R. C.
Day, John T., 1st Lieut., M. O. R. C.
Ricketts, Joseph W., 1st Lieut., M. O. R. C.
Walker, Frank C., 1st Lieut., M. O. R. C.
Scherer, Jack W., 1st Lieut., D. O. R. C.
Sparks, James V., 1st Lieut., D. O. R. C.
Bushey, Franklin P., 2nd Lieut., Q. M. C.
Francis, Joseph M., Chaplain, Red Cross.

REGIMENTAL AND 1st BATTALION HEADQUARTERS 6th U. S. ENGINEERS

Harts, William W., Colonel.
Stewart, John W., Major.
Wolfe, Walter McI., Captain, Adjt.
Whitney, Clarence J., Captain.
Wall, James J., Jr., 1st Lieut. Asst. Adjt.
Wilson, Archibald S., 1st Lieut. 1st Bn. Adjt.
Inglis, Grover C., 2nd Lieut.
Cox, Samuel C., Major, Regt. Surgeon.
Sherman, William P., 1st Lieut., Chaplain.
Davis, Chandler, Captain, Eng. U. S. R.

COMPANY "A" 6th ENGINEERS

Larkin, Thomas B., Captain, 6th Eng.
Crane, Albert E., 1st Lieut., 6th Eng.
Winslow, Francis, 1st Lieut., 6th Eng.
Harlow, Woodward L., 1st Lieut., 6th Eng.
Ralph, Kendrick J., 2nd Lieut., 6th Eng.
Birney, Knox B., 2nd Lieut., 6th Eng.

COMPANY "B" 6th ENGINEERS

Harris, Charles D., Captain, 6th Eng.
Allen, Tom J., 1st Lieut., 6th Eng.
Gibbs, William W., 1st Lieut., 6th Eng.
Ragland, Herbert S., 1st Lieut., 6th Eng.
Fowler, Charles H., 2nd Lieut., 6th Eng.

COMPANY "C" 6th ENGINEERS

Heavey, William F., Captain, 6th Eng.
Adams, Donald B., 1st Lieut., 6th Eng.
Hefler, Richard E., 1st Lieut., 6th Eng.
Hesterly, Homer W., 1st Lieut., 6th Eng.
Bail, Hamilton V., 1st Lieut., 6th Eng.
Hoyt, Frank W., 2nd Lieut., 6th Eng.

DETACHMENT QUARTERMASTER CLERKS

Small, Harold E., Captain, C. A. C.

DETACHMENT OF CHAUFFEURS Q. M. C.

Cochran, John H., Captain, C. A. C.

311th LABOR COMPANY

Earp, Tom E., Captain.
Kuper, George A., 1st Lieut.
Holland, Roy S., 1st Lieut.
Denny, Francis O., 2nd Lieut.

312th LABOR COMPANY

Howell, Garnett C., Captain.
Lenoir, Guy H., 1st Lieut.
Lawrence, Richard L., 1st Lieut.
Watson, Warren O., 2nd Lieut.

313th LABOR COMPANY

Behrman, William S., Captain.
Ferguson, Jerome H., 1st Lieut.
Dupont, Ernest D., 1st Lieut.
Hudson, Howard D., 2nd Lieut.

314th LABOR COMPANY

Kendall, Arthur I., Captain.
Van Aernam, Edison K., 1st Lieut.
Jackson, Robert E., Jr., 1st Lieut.
Beck, Robert J., 2nd Lieut.

315th LABOR COMPANY

Thompson, Herbert, Captain, Q. M. C.
Emmert, Harry D., 1st Lieut., Q. M. C.
Brough, J. P., 1st Lieut., Q. M. C.
Davis, Courtney B., 2nd Lieut., Q. M. C.

316th LABOR COMPANY

Woodson, John B., Captain, Q. M. C.
Laing, Rue E., 1st Lieut., Q. M. C.
Wooldridge, Richard A., 1st Lieut., Q. M. C.
Melton, Allen L., 2nd Lieut., Q. M. C.

STEVEDORE REGIMENTS, N. A.

Coney, Walter E., Lieut.-Colonel, 301st Co.
Dent, James R., Major, 302nd Co.
Dunn, James D., Major, 302nd Co.
Stockham, Joseph G., Major, 303rd Co.
LeMesurier, Fred C., Captain, 302nd Co.
Hoover, Wesley C., Captain, 302nd Co.
Bridge, Lucius L., Captain, 304th Co.
Hammond, William D., Captain, 302nd Co.
Michaels, James S., Captain, 302nd Co.
Day, Lee Garnett, Captain, 302nd Co.
Powell, Edward K., Captain, 302nd Co.
Delmar, John, Captain, 302nd Co.
Chambers, Charles A., Captain, 302nd Co.
Preston, Charles H., Captain, 302nd Co.
Davis, John L., Captain, 302nd Co.
Bierds, Albert S., Captain, 302nd Co.
Houston, Joseph, Captain, 302nd Co.
Nicholls, William J., Captain, 302nd Co.
Lyons, James D., Captain, 303rd Co.
Flannagan, Frank C., Captain, 303rd Co.
Benson, Neil, Captain, 304th Co.
Ebert, George W., Captain, 304th Co.
Staples, Frank, Captain, 302nd Co.
Murphy, Louis A., Captain, 301st Co.
Conover, John T., Captain, 303rd Co.
Persson, John A., Captain, 304th Co.
Bagley, John W., Captain, 304th Co.
Pitcairn, Hugh H., Captain, 304th Co.
Provost, Alfred R., Captain, 302nd Co.
Lambert, Asahek C., 1st Lieut., M. R. C.
Dike, Benjamin H., 1st Lieut., M. R. C.
Caudill, Walter C., 1st Lieut., M. R. C.
Shelburne, James T., 1st Lieut., M. R. C.
Bel, Frederick W., 1st Lieut., 304th Co.
Chiarello, Luciano, 1st Lieut., 301st Co.
Golden, Francis H., 1st Lieut., 301st Co.
Schumacher, John F., 1st Lieut., 302nd Co.
Brandenburg, William, 1st Lieut., 302nd Co.
Gilchrist, Robert A., 1st Lieut., 303rd Co.
Robider, Walter M., 1st Lieut., 302nd Co.
Burke, Percy F., 1st Lieut., 304th Co.
Floyd, Marmaduke H., 1st Lieut., 303rd Co.
Thompson, Walter C., 1st Lieut., 303rd Co.
Martin, Clyde, 1st Lieut., 302nd Co.
Dougherty, Charles, 1st Lieut., 304th Co.
Knowles, Stephen T., 1st Lieut., 301st Co.
Burrows, Rufus W., 1st Lieut., 303rd Co.
Daube, Henry F., 1st Lieut., 302nd Co.
Barber, Arthur, 1st Lieut., 303rd Co.
Clark, William L., 1st Lieut., 303rd Co.
Bonaud, Augustus, 1st Lieut., 302nd Co.
Stetson, Webster W., 1st Lieut., 303rd Co.
Wright, Harrison, 1st Lieut., 303rd Co.
Finley, John J., 1st Lieut., 303rd Co.
Webster, Charles M., 1st Lieut., 302nd Co.
Davis, Henry F., 1st Lieut., 304th Co.
Blackall, George B., 1st Lieut., 303rd Co.
Moses, Percival S., 1st Lieut., 302nd Co.
Smith, James Gordon, 1st Lieut., 302nd Co.

STEVEDORE REGIMENTS, N. A. (*Continued*)

Boyle, William H., 1st Lieut., 303rd Co.
West, Edmund G., 1st Lieut., 302nd Co.
McLaughlin, Michael, 1st Lieut., 304th Co.
Hagerty, Frank J., 1st Lieut., 304th Co.
Williams, Lansing, 1st Lieut., 302nd Co.
Sheraton, Charles H., 1st Lieut., 301st Co.
Putwain, Henry, 1st Lieut., 304th Co.
Hennessey, Mortimer, 1st Lieut., 303rd Co.
Howard, Charles O. S., 1st Lieut., 303rd Co.
Scott, Andrew Jackson, 1st Lieut., 304th Co.
Schudlice, J. H., 1st Lieut., 302nd Co.
Martire, Matthew A., 1st Lieut., 303rd Co.
Vinci, Frank, 1st Lieut., 304th Co.
O'Toole, Michael L., 1st Lieut., 302nd Co.
Prefer, Adam Henry, 1st Lieut., 302nd Co.
McLaws, Lafayette, 2nd Lieut., 303rd Co.
McCaffrey, William O., 2nd Lieut., 302nd Co.

STEVEDORE REGIMENTS, N. A. (*Continued*)

Donohue, C. Milton, 2nd Lieut., 302nd Co.
Ault, William, 2nd Lieut., 302nd Co.
Porter, Arthur I., 2nd Lieut., 304th Co.
Barksdale, James A., 2nd Lieut., 302nd Co.
Van Overmeer, J. P., 2nd Lieut., 302nd Co.
Logan, Joseph A., Jr., 2nd Lieut., 304th Co.
Goodwin, John F., 2nd Lieut., 303rd Co.
Peters, Bryan F., 2nd Lieut., 303rd Co.
Davis, Leo, 2nd Lieut., 303rd Co.
Salas, John T., 2nd Lieut., 303rd Co.
Ralph, Robert A., 2nd Lieut., 302nd Co.
Jones, William R., 2nd Lieut., 304th Co.
Bryson, Frank S., 2nd Lieut., 304th Co.
Withington, Joseph S., 2nd Lieut., 304th Co.
Moales, Edward W., 2nd Lieut., 301st Co.
Ramos, Carl E., 2nd Lieut., 301st Co.
Dulin, Philip P., 2nd Lieut., 301st Co.

TRIP II—Sailed February 18, 1918

CASUALS

Goldman, Edward A., Major, S. C. N. A.
Stacker, Patrick L., Major, E. R. C.
Thayer, William S., Major, M. R. C.
Postlethwaite, John E., Captain, Ord., N. A.
Bean, Cecil Calvert, 1st Lieut., A. G. N. A.
Brennan, Matthew M., 1st Lieut., E. N. A.
Brewster, Hugh, 1st Lieut., A. S. S. R. C.
Chapin, Harry G., 1st Lieut., S. R. C.
Reynolds, Earl O., 1st Lieut., M. R. C.
Stevens, Leslie E., 1st Lieut., E. R. C.
Whitlock, Thomas E., 1st Lieut., S. R. C.
Woofter, Thomas J., Jr., 1st Lieut., A. G. N. A.
Pallon, John J., Jr., 2nd Lieut., 113th Inf., N. G.
Isaacs, Sidney, 2nd Lieut., A. S. S. R. C.
Richter, Frederic E., 2nd Lieut., A. G. N. A.
Swann, Samuel Donovan, 2nd Lieut., A. S. S. R. C.
Williams, Paschal K., 2nd Lieut., A. S. S. R. C.
Stouse, James A., 1st Lieut., A. G. D. N. A.

OVERSEAS CASUALS, COMPANY NO. 11

Butler, William C., 2nd Lieut., Inf., N. A.

32nd DIVISION CASUAL, COMPANY NO. 5

Pate, Albert Carl, 1st Lieut., 127th Inf., N. G.

CAMP GORDON REPLACEMENT DRAFT (FEBRUARY)

Phillips, Bernard, 2nd Lieut., E. R. C.

DISBURSING UNIT FINANCE DIVISION, ORDNANCE DEPARTMENT

Gillette, George F., Major, O. R. C.
Johnson, Harry B., 1st Lieut., O. R. C.
Baldwin, Carl M., 1st Lieut., O. R. C.

HEADQUARTERS DETACHMENT 64th BRIGADE, 32nd DIVISION, N. G.

Lee, Wilbur Mases, Colonel, 127th Regt.
Green, Charles Andrew, Major, Adjutant.
Lytle, Alexander James, 1st Lieut., A. D. C., Hqrs.
Frear, Philip Archibald, 1st Lieut., A. D. C., Hqrs.

HEADQUARTERS AND STAFF, 93rd DIVISION (PROVISIONAL)

Hoffman, Roy, Brig. General, N. A.
Tobin, Mark W., Major, N. G. U. S.
Tillotson, Lee S., Major, N. G. U. S.
Lynch, Junius F., Major, M. C. N. G.
Dalton, John W., Major, I. G. R. C.
Montgomery, Stanley D., Major, J. A. N. A.
Key, William S., Major, N. G.
Berry, James E., Captain, N. G.
Doyle, Thomas W., Captain, N. G.
Lillard, Ross N., Captain, U. S. R.
Addington, Frank T., Captain, O. D. N. A.
Trout, Louis B., Captain, Q. M. R. C.
Thompson, Jean C., Lieut., N. G.
Hunter, Fred W., Lieut., N. G.
Phillips, John A., Lieut., V. C. N. A.

COMMANDING GENERAL, 32nd DIVISION, AND HIS PERSONAL STAFF

Haan, William G., Major General, N. A.
Dearmond, Edward H., Lt. Colonel, Chief of Staff.
Briggs, Allen L., Major, Infantry.
Thomson, Daniel D., Captain, Inf., R. C., A. D. C.
Woodlief, William A., Captain, N. G., U. S., A. D. C.

STAFF—57th FIELD ARTILLERY BRIGADE HEADQUARTERS

McGlachlin, Edward Fenton, Jr., Brig. General.
Gilson, James Wilder, Captain.
Bennett, Richard Tabor, 1st Lieut.
Van Halteren, Frank Engel, 1st Lieut.
Booth, Crawford Henry, 1st Lieut.

107th MOBILE ORDNANCE REPAIR SHOP

May, Gerald de C., 1st Lieut.
Stoddard, Rodman S., 1st Lieut.
Harbord, Rex, 2nd Lieut.

HEADQUARTERS STAFF, 119th MACHINE GUN BATTALION

Piasecke, Stanley Edmund, Major, N. G.
Sivyer, Howard Mallory, 1st Lieut., N. G.
Linley, Philip Henry, 1st Lieut., N. G. Chaplain.

SANITARY DETACHMENT, 119th MACHINE GUN BATTALION

Boyle, William, 1st Lieut., D. R. C.
Atkin, Edward H., 1st Lieut., M. R. C.

COMPANY "A" 119th MACHINE GUN BATTALION

Doering, Robert S., Captain.
Lyons, Roy Tarbox, 2nd Lieut.
Galbraith, John Mason, 2nd Lieut.
Meunier, Eugene Lumbard, 2nd Lieut.

COMPANY "B" 119th MACHINE GUN BATTALION

Reynolds, Edward Storrs, Captain.
Kenyon, Ira Alexander, 1st Lieut.
Isenberg, Ernest August, 2nd Lieut.
Muck, Owen Alexander, 2nd Lieut.
Earnshaw, Arthur Chester, 2nd Lieut.

COMPANY "C" 119th MACHINE GUN BATTALION

Gaartz, Alfred E., Captain.
Sweetman, Thomas T., 1st Lieut.
Manly, Claude C., 1st Lieut.
Shiells, William J., 2nd Lieut.
Dietz, Fred A., 2nd Lieut.

COMPANY "D" 119th MACHINE GUN BATTALION

Best, Frederick Charles, Captain.
Hume, John Potter, 1st Lieut.
Brunkhorst, John Gottlieb, 1st Lieut.
Inda, Frank Arthur, 2nd Lieut.
Longdin, Leo John, 2nd Lieut.

FIELD AND STAFF, 127th INFANTRY

Zink, Philip Jacob, Lieut. Colonel.
Marden, Walter Addison, Major.
Trier, Adolph Michael, Major.
Buck, Charles Stephen, Major.
Beveridge, Thomas Byron, Captain, Reg. Adjt.
Stearns, Gustav, Captain, Chaplain.
Merkel, George, 1st Lieut., Bn. Adjt.
Rhyner, Fred Blasius, 1st Lieut., Bn. Adjt.

HEADQUARTERS COMPANY, 127th INFANTRY

Anderson, Horace L., 1st Lieut.

MEDICAL DEPARTMENT, 127th INFANTRY

Watkins, William Clarence, Captain, M. C. N. G.
Erickson, Hans Christian, 1st Lieut., M. C. N. G.
Boyden, Wesley Louis, 1st Lieut., M. C. N. G.
Hinz, Otto Benjamin, 1st Lieut., D. C. N. G.
Ballard, James Allen, 1st Lieut., M. C. N. G.
Trowbridge, Parker Theodore, 1st Lieut., M. C. N. G.
Beach, George Brown, 1st Lieut., M. R. C.
Houns, Archie Richard, 1st Lieut., D. R. C.
Harrington, Garlon Ellise, 1st Lieut., D. C. N. G.
Diedling, Rudolph F., 1st Lieut., M. R. C.
Dunkley, Benjamin Harrison, 2nd Lieut., V. R. C.

SUPPLY COMPANY, 127th INFANTRY, 64th BRIGADE

Crane, Frank H., Captain.
Hellard, Robert A., 1st Lieut.

COMPANY "A" 127th INFANTRY, N. G.

Reigel, Frank Bernard, Captain.
Mueller, Walter Christian, 1st Lieut.
Beseler, William Frederick, 1st Lieut.
Kohl, John Charles, 1st Lieut.
Ballam, George Alfred, 2nd Lieut.
Rheaume, Ralph Anton, 2nd Lieut.

COMPANY "B" 127th INFANTRY

O'Connell, George Francis, Captain.
Hills, Delbert D., 1st Lieut.
Spencer, John D., 1st Lieut.
Oakey, Leo E., 2nd Lieut.
Taylor, Douglas A., 2nd Lieut.

COMPANY "C" 127th INFANTRY

Schmidt, Paul W., Captain.
Jensen, William N., 1st Lieut.
Olsen, Elmer, 1st Lieut.
Lowry, Howard J., 2nd Lieut.

COMPANY "D" 127th INFANTRY

Meske, Frank, Captain.
Parker, Theodore J., 1st Lieut.
Gerald, George M., Jr., 2nd Lieut.
Blomberg, Henry S., 1st Lieut.
Willis, John E., Acting 2nd Lieut.

COMPANY "E" 127th INFANTRY

Sortomme, Richard F., Captain.
Stout, Clarence O., 1st Lieut.
Martin, John E., 1st Lieut.
Lewis, Theodore G., 1st Lieut.
Christensen, William C., 2nd Lieut.

COMPANY "F" 127th INFANTRY

Beimdieke, Henry W., Captain.
Ackerson, Martin, 1st Lieut.
Lietemeyer, Irenaeus J., 1st Lieut.
Normington, Charles S., 1st Lieut.
Raddant, Leo C., 2nd Lieut.
Vassell, Fred Walter, 2nd Lieut.

COMPANY "G" 127th INFANTRY

Smith, William, Captain.
Henderson, Floyd C., 1st Lieut.
Brigham, Stephen O., 1st Lieut.
Clarke, Bruce W., 1st Lieut.
Cranfield, Marion C., 2nd Lieut.

COMPANY "H" 127th INFANTRY

Mitchell, Allen E., Captain.
Kohli, Charles R., 1st Lieut.
Ziombek, Marion M., 1st Lieut.
Gehl, Edward J., 1st Lieut.
Thomas, Albert D., 2nd Lieut.

COMPANY "I" 127th INFANTRY

Schmidt, Edward J., Captain.
Donaldson, Harry M., 1st Lieut.
Prudhome, Harry, 1st Lieut.
Voge, John F., 2nd Lieut.
Moore, Robert L., 2nd Lieut.

COMPANY "K" 127th INFANTRY

Kosak, Leo S., Captain.
Gurda, Leon M., 1st Lieut.
Celichowski, Roman K., 1st Lieut.
Krukar, Frank, 2nd Lieut.
Morgan, William D., 2nd Lieut.

COMPANY "L" 127th INFANTRY

Himes, Forest H., Captain.
Dickop, Ray C., 1st Lieut.
Frogner, Herbert N., 2nd Lieut.
Fenelon, Harry W., 2nd Lieut.

COMPANY "M" 127th INFANTRY

Vermilyea, Harvey C., 1st Lieut.
Fox, William S., 1st Lieut.
Seif, Louis, 2nd Lieut.
Merriman, Charles R., 2nd Lieut.
Roberts, John B., 2nd Lieut.

MACHINE GUN COMPANY 127th INFANTRY

Tomkins, Matthews C., Captain.
Yorton, Andrew H., 1st Lieut.
Thorsen, Thorwald, 1st Lieut.
Kelly, Roy W., 2nd Lieut.
Thorsen, Edwin B., 2nd Lieut.
Ellis, Myles B., 2nd Lieut.

MEDICAL DETACHMENT, 24th ENGINEERS

Bising, Albert George, Major.

SECOND BATTALION HEADQUARTERS AND REGIMENTAL OFFICERS ACCOMPANYING 24th REGIMENT ENGINEERS

Whitlock, Elliott H., Lieut. Colonel.
Breed, Charles W., Captain.
VanWinkel, Edward, Captain.
Balsley, Henry E., 1st Lieut.
Van Law, Durbin, 1st Lieut.
Gosnell, Frank L., 1st Lieut.

COMPANY "C" 24th ENGINEERS

Wilber, Dana W., Captain.
Sherwood, Aaron W., 1st Lieut.
Newcomb, Franklin L., 1st Lieut.
Mackelfresh, Charles H., 1st Lieut.
Needham, Asa, 2nd Lieut.
Tapscott, Kenneth A., 2nd Lieut.

COMPANY "D" 24th ENGINEERS

Detrick, Henry L., Captain.
Powers, Jerome, 1st Lieut.
Tillette, Hugh A., 1st Lieut.
Male, Charles T., 2nd Lieut.
Rattray, Walter C., 2nd Lieut.
Cronemiller, Guy D., 1st Lieut.

COMPANY "E" 24th ENGINEERS

Throop, George H., Captain.
Hartwell, Sidney R., 1st Lieut.
Walters, Lee D., 1st Lieut.
Wood, Harvey A., 2nd Lieut.
Crafts, Curtis S., 2nd Lieut.

TRIP III—Sailed March 30, 1918

OVERSEAS CASUALS COMPANY

Walker, Fred. E., 1st Lieut., 15th Cav., U. S. A.
Harper, James E., 1st Lieut., 120th F. A., N. G.
Leon, Morton W., 1st Lieut., Ord. R. C.
Schoof, Fritz, 2nd Lieut., 7th Engrs., U. S. A.
Fyfe, Neilson E., 2nd Lieut., Ord. R. C.
Robinson, De Lorne B., 1st Lieut., D. R. C.

REGIMENTAL HQRS., 23rd ENG., N. A.

Johnston, Edward N., Colonel.
Kerr, Frederick B., Lieut.-Colonel.
Peters, Albert A., Major (Asst. Adj.)
Wing, Charles B., Major.
McGlone, Roy G., Captain.
Beyer, Walter F., Captain.
Jones, Jonathan, Captain.
Applegarth, Gault, Captain.
Primley, Walter S., 1st Lieut.
Tripple, George, 1st Lieut.
Brown, Wiser, 2nd Lieut.
Bowdish, Jackson W., 2nd Lieut.
Black, Robert F., 2nd Lieut.
Cotter, Edward A., 1st Lieut.

MEDICAL DEPARTMENT, 23rd ENG., N. A.

Goulding, Timothy F., Major, M. R. C.
Donohoe, Lucius F., Major, M. R. C.
Farrell, John A., Captain, M. R. C.
Mundy, Leo C., Captain, M. R. C.
Wynkoop, Daniel W., Captain, M. R. C.
Adams, James E., 1st Lieut., M. R. C.

MEDICAL DEPARTMENT, 23rd ENG., N. A. (*Continued*)

Anderson, Maury, 1st Lieut., M. R. C.
Atwell, Floyd J., 1st Lieut., M. R. C.
Bean, James F., 1st Lieut., M. R. C.
Bobbitt, Ray M., 1st Lieut., M. R. C.
Davis, Whitfield P., 1st Lieut., M. R. C.
Kennedy, Edward F., 1st Lieut., M. R. C.
Lally, William J., 1st Lieut., M. R. C.
Morris, Thomas M., 1st Lieut., M. R. C.
Hlavac, Charles W., 1st Lieut., D. R. C.
Kohlmeier, Clarence F., 1st Lieut., D. R. C.
Mackin, John C., 1st Lieut., D. R. C.
Reichel, Edwin J., 1st Lieut., D. R. C.
Lemaire, Willard W., Captain, M. R. C.
Brister, Truss M., 1st Lieut., M. R. C.
Willis, Harry C., 1st Lieut., M. R. C.
Dentry, Charles G., Jr., 1st Lieut., D. R. C.
Lansdale, George L., 1st Lieut., D. R. C.

2nd BN. HQRS. DET., 23rd ENG., N. A.

Miller, Charles Henry, Major, E. R. C.
Rossell, Paul Francis, Captain, E. R. C.
Messenger, William Henry, Captain, E. R. C.
Huber, John Joseph, 1st Lieut., E. R. C.

COMPANY "D" 23rd ENGINEERS, N. A.

Stebbins, Harry Leroy, Captain, E. R. C.
Hudson, Roger John, 1st Lieut., E. R. C.
Baker, Horatio Locke, 1st Lieut., E. R. C.
Patterson, John Tyler, 1st Lieut., E. R. C.
Geyer, Linwood, 2nd Lieut., E. R. C.

COMPANY "E" 23rd ENGINEERS, N. A.

McCoy, David James, Captain, E. R. C.
Pick, Lewis Andrew, 1st Lieut., E. R. C.
Miller, George Gile, 1st Lieut., E. R. C.
Marshall, John William, 2nd Lieut., Eng. N. A.
Seifried, Charles Frank, 2nd Lieut., E. R. C.

COMPANY "F" 23rd ENGINEERS, N. A.

Mott, George Morgan, Jr., Captain, E. R. C.
Brayton, William Merle, 1st Lieut., E. R. C.
Prosser, Fred Kell, 1st Lieut., E. R. C.
McGill, Paul Kern, 1st Lieut., E. R. C.
Stahl, Clarence Edward, 2nd Lieut., E. R. C.
Swaney, Jesse James, 2nd Lieut., Eng. N. A.

3rd BN. HQRS. DET. 23rd ENG., N. A.

Lambert, Byron James, Major, E. R. C.
Middleton, Nathan Atherton, Captain, E. R. C.
Martin, George Earl, Captain, E. R. C.
Damon, Samuel Lyman, 1st Lieut., E. R. C.

COMPANY "G" 23rd ENGINEERS, N. A.

Davis, Jefferson Dallon, Captain, E. R. C.
Hvass, Charles Thomas, 1st Lieut., E. R. C.
Hoffeditz, William Lewis, 1st Lieut., E. R. C.
Knowles, Clarence Harrison, 1st Lieut., E. R. C.
Pace, Fulton, 2nd Lieut., E. R. C.
Dickinson, Harold Vincent, 2nd Lieut., Eng. N. A.

COMPANY "H," 23rd ENGINEERS, N. A.

Spencer, Herbert, Captain, E. R. C.
Hurlburt, Carroll, 1st Lieut., E. R. C.
Stanton, Raymond Lewis, 1st Lieut., E. R. C.
Hart, Samuel Alexander, 1st Lieut., E. R. C.
Goldberg, Abraham Norman, 2nd Lieut., E. R. C.
Greig, William Miller, 2nd Lieut., Eng. N. A.

COMPANY "I" 23rd ENGINEERS, N. A.

Page, William Marshall, Captain, E. R. C.
Bruner, Louis Schuman, 1st Lieut., E. R. C.
Partridge, John Frederick, 1st Lieut., E. R. C.
True, Daniel Maurice, 1st Lieut., E. R. C.
Froehde, Frederick Charles, 2nd Lieut., E. R. C.

HEADQUARTERS STAFF, FOURTH BATTALION, 23rd ENGINEERS, N. A.

Moller, Irving Clark, Major, E. R. C.
Clark, Bruce Edmund, Captain, E. R. C.
Hall, Oliver Antrum, Captain, E. R. C.
Heger, James, 1st Lieut., E. R. C.

COMPANY "K" 23rd ENGINEERS, N. A.

Cummings, Leroy Webster, Captain, E. R. C.
Ridgeway, George Allen, 1st Lieut., E. R. C.
McKesson, Claude Leon, 1st Lieut., E. R. C.
Reed, Frank Edward, 1st Lieut., E. R. C.
Seubert, Harry Carl, 2nd Lieut., E. R. C.

COMPANY "L" 23rd ENGINEERS, N. A.

Clarke, William Dexter, Captain, E. R. C.
Hoffman, Michael Joseph, 1st Lieut., E. R. C.
Raisch, Albert Godred, 1st Lieut., E. R. C.
Myers, Robert Folsom, 1st Lieut., E. R. C.
Ashley, William Meredith, 2nd Lieut., E. R. C.
Boyd, George Homer, 2nd Lieut., Eng. N. A.

COMPANY "M" 23rd ENGINEERS, N. A.

Heinecke, Charles Walter, Captain, E. R. C.
Twitchell, Frederick George, 1st Lieut., E. R. C.
White, James Bredin, 1st Lieut., E. R. C.
Spangler, Cleon Perry, 1st Lieut., E. R. C.
Janeway, Percy Wetherill, 2nd Lieut., E. R. C.
Purdy, Wilbur Wallace, 2nd Lieut., Eng. N. A.

TRUCK COMPANY NO. 3, 23rd ENGINEERS, N. A.

Altman, Frank S., 1st Lieut., E. R. C.
Bradford, Warren M., 2nd Lieut., E. R. C.

TRUCK COMPANY NO. 4, 23rd ENGINEERS, N. A.

Cunnane, William Bernard, Jr., 1st Lieut., E. R. C.
Cornwell, William, 2nd Lieut., E. R. C.

TRUCK COMPANY NO. 5, 23rd ENGINEERS, N. A.

Johnson, Waldo MacDonald, 1st Lieut., E. R. C.
Marisch, Frank, 2nd Lieut., Eng. N. A.

TRUCK COMPANY NO. 6, 23rd ENGINEERS, N. A.

Larkin, Frank D., 1st Lieut., E. R. C.
Hulse, William E., 2nd Lieut., Eng. N. A.

TRUCK COMPANY NO. 7, 23rd ENGINEERS, N. A.

Bartlett, Samuel Colcord, Captain, E. R. C.
Van Etten, Percy Hixon, 1st Lieut., E. R. C.

TRUCK COMPANY NO. 8, 23rd ENGINEERS, N. A.

Craddock, Charles Egbert, 1st Lieut., E. R. C.
Koerner, Raymond White, 2nd Lieut., Eng. N. A.

TRUCK COMPANY NO. 9, 23rd ENGINEERS, N. A.

Garvey, Victor H., Captain, E. R. C.
Gregory, Roy C., 1st Lieut., E. R. C.

TRUCK COMPANY NO. 10, 23rd ENGINEERS, N. A.

Grossman, Lowell, Captain, E. R. C.
Smith, Alexander Crawford, Jr., 1st Lieut., E. R. C.

WAGON COMPANY NO. 3, 23rd ENGINEERS, N. A.

Lawson, Charles J., Captain, Eng. N. A.
Morgan, Ray S., 2nd Lieut., E. R. C.
Overstreet, Everette Smith, 2nd Lieut., Eng. N. A.

WAGON COMPANY NO. 4, 23rd ENGINEERS, N. A.

Buck, Walter Van, Captain, E. R. C.
Tracy, Herbert Herman, 1st Lieut., E. R. C.
Beard, Arthur A., 2nd Lieut., E. R. C.

WAGON COMPANY NO. 5, 23rd ENGINEERS, N. A.

Morrison, Laughlen Peter, Captain, E. R. C.
Taylor, Arthur, 1st Lieut., E. R. C.
Tabor, William Earl, 2nd Lieut., E. R. C.

MACHINE SHIP TRUCK UNIT NO. 360, Q. M. C., N. A.

Bell, Paul W., 2nd Lieut.

MACHINE SHOP TRUCK UNIT NO. 361, Q. M. C.

Dewberry, Curtis F., 1st Lieut.

MOBILE REPAIR SHOP UNIT NO. 362, 23rd ENGINEERS, N. A.

Aikens, John Dewitt, 1st Lieut., Eng. N. A.

MOBILE REPAIR SHOP UNIT NO. 363, 23rd ENGINEERS, N. A.

Bronson, Bert C., 1st Lieut., Q. M. C., N. A.

LABOR BATTALION NO. 308, Q. M. C., N. A.

Corrigan, John, Jr., Captain.
Joyce, J. Read, 2nd Lieut.
Miller, William J., 2nd Lieut.
Halliday, Norman R., 1st Lieut.

PROVISIONAL BATTALION DETACHMENT, 35th DIVISION

Waring, Roy F., Major, 130th F. A., N. G.
McQueen, Joe Welch, Captain, 139th Inf., N. G.
Minor, Bradford Bennett, 1st Lieut., 130th M. G. Bn., N. G.
McMahon, William Joseph, 1st Lieut., 138th Inf., N. G.
Barnes, Gerald Cowenhoven, 1st Lieut., 138th Inf., N. G.
Zumwalt, Fred Levoid, 1st Lieut., 128th F. A., N. G.
Ferrenbach, Eugene Clarence, 1st Lieut., 128th F. A., N. G
Butts, Edward Scott, 1st Lieut., 128th F. A., N. G.
Coleman, Lloyd, 2nd Lieut., 128th F. A., N. G.
Patterson, Newall Tolman, 1st Lieut., 129th F. A., N. G.
Slagle, Walter Grant, 1st Lieut., 129th F. A., N. G.
Wengert, Charles Stanley, 1st Lieut., 129th F. A., N. G.
Wilson, Arthur Watson, 2nd Lieut., 129th F. A., N. G.
Priest, Frank Talburt, 1st Lieut., 130th F. A., N. G.
Thomas, George Sylvester, 1st Lieut., 130th F. A., N. G.
Spotts, Ralph Hall, 1st Lieut., 130th F. A., N. G.
Stuart, Moore A., 1st Lieut., 130th F. A., N. G.
Clarke, Thomas Curtis, Lieut.-Colonel, 110th Engrs., N. A
Wieczorek, George Aloysius, Major, Div. Signal Officer.
O'Connor, John Henry, Major, 137th Inf., N. G.
Comfort, Norman Bacon, Major, 138th Inf., N. G.
Stepp, William Dale, Major, 139th Inf., N. G.
Mabrey, Warren L., Major, 140th Inf., N. G.
Gebhart, Oliver Crockett, Major, 110th San. Train, M. C., N. G.
Rutledge, Robert Cowden, Major, 128th F. A., N. G.
Gates, Marvin Hayes, Major, 129th F. A., N. G.
Carmack, John Frank, Major, 137th Inf., N. G.
Sauerwein, August Reinhart, Major, 138th Inf., N. G.
Clarke, Samuel Gilmore, Major, 139th Inf., N. G.
Gist, William Lucian, Captain, 110th San. Train, M. C., N. G.
McKenzie, Scott, Captain, 137th Inf., N. G.
Randall, Howard Mansfield, Captain, 110th Amm. Train, N. G.
Schrantz, Ward Loren, Captain, 128th M. G. Bn., N. G.
Christmann, Thomas Joseph, Captain, 128th F. A., N. G.
Sodemann, Clarence John, Captain, 138th Inf., N. G.
James, Darl Shively, Captain, 110th Engrs., N. G.
Wark, George Henderson, Captain, 129th M. G. Bn., N. G.
Smith, William Alexander, Captain, 140th Inf., N. G.
Frey, Paul Alphonso, Captain, 130th M. G. Bn., N. G.
Armour, John Wallace, Captain, 140th Inf., N. G.
Hedrick, Arly Luther, Captain, 110th Engrs., N. G.
Dyer, Thomas Lafayette, Captain, 128th F. A., N. G.
Curran, Hal, Captain, 130th F. A., N. G.
Speidel, Harold Allen, Captain, 130th F. A., N. G.
Brown, William Leslie, 1st Lieut., 137th Inf., N. G.
Dickinson, Clement Parks, 1st Lieut., 129th M. G. Bn., N. G.
Wilhelm, Dorriss Echert, 1st Lieut., 110th San. Tr., M. C., N. G.
Finney, Roy A., 1st Lieut., 110th Engrs., N. G.
Galligan, William Edward, 1st Lieut., 139th Inf., N. G.
Hoel, William Mathias, 1st Lieut., 110th San. Train, M. C., N. G.
Arrowsmith, George Michael, 1st Lieut., 129th F. A., N. G.
Strout, Edwin Augustus, Jr., 1st Lieut., 60th F. A. Brig. Hqrs., N. G.
Duggan, Jerry Francis, 1st Lieut., 140th Inf., N. G.
Weidlein, William Dale, 1st Lieut., 110th Engrs., N. G.
Swift, Allender, 1st Lieut., 137th Inf., N. G.
Bates, Bret Verne, 1st Lieut., 110th San. Train, M. R. C.

PROVISIONAL BATTALION DETACHMENT, 35th DIVISION

Buchanan, Kenneth Bosworth, 1st Lieut, 128th F. A., N. G.
Brancher, Hawley Heath, 1st Lieut., 137th Inf., N. G.
Moore, James Archibald, 1st Lieut., 110th Engrs., N. G
Glover, Harold Mortimer, 1st Lieut., 110th San. Tr., M. C., N. G.
Brightfield, Lloyd Oscar, 1st Lieut., 138th Inf., N. G.
McFarland, Paul Thomas, 1st Lieut., 130th F. A., N. G.
Holly, Ward Poole, 1st Lieut., 137th Inf., N. G.
Schmid, Otto August, 1st Lieut., 110th San Train, M. C., N. G.
Woolley, Daniel William, 1st Lieut., 130th F. A., N. G.
McCraven, Cyrus Pilgrim, 1st Lieut., 110 San Train. M.C., N.G
Guilfoyle, Matthew, 1st Lieut., 139th Inf., N. G.
Martin, Melvin Cecil, 1st Lieut., 110th San. Tr., N. G.
Hanold, August Henry, 1st Lieut., 128th F. A., N. G.
Ridge, Guss Bandell, 1st Lieut., 139th Inf., N. G.
Cornell, John Cecil, 1st Lieut., 110th San. Train, M. C., N. G.
Hatfield, John Alfred, 1st Lieut., 129th F. A., N. G.
Hull, Coburn, 1st Lieut., 139th Inf., N. G.
Wood, Walter A., 1st Lieut., 139th Inf., N. G.
Truman, Harry S., 1st Lieut., 129th F. A., N. G.
McCoy, Perry Beach, 2nd Lieut., 129th F. A., N. G.
Diehl, Ross, 1st Lieut., 139th Inf., N. G.
McFadden, Shamus O'Bryan, 1st Lieut., 140th Inf., N. G.
Mitchell, Vanfossen Gail, 1st Lieut., 110th Engrs. R. C.
Mackay, Lester Livingston, 1st Lieut., 110th Trench Mortar Batry., N. G.
McGann, Henry Kenah, 1st Lieut., 140th Inf., N. G.
Goodyear, Norton Miller, 1st Lieut., 128th F. A., N. G.
Lawson, William David, Jr., 1st Lieut., 129th F. A., N. G.
Linney, Hartwell Henderson, 1st Lieut., 130th F. A., N. G.
Baldwin, Lawrence Jacob, 1st Lieut., 129th F. A., N. G.
Hays, Fred Derth, 1st Lieut., 128th M. G. Bn., N. G.
Hedges, Roy Charles, 1st Lieut., 110th Engrs., N. G.
Mallonee, Richard Carvell, 1st Lieut., 128th F. A., N. G.
Holt, Rolla Berry, 1st Lieut., 140th Inf., N. G.
Hail, Roy Lee, 1st Lieut., 140th Inf., N. G.
Loman, Homer Boies, 1st Lieut., 139th Inf., N. G.
Paynter, James Richard, Jr., 1st Lieut., 139th Inf., N. G.
Barclay, Herbert Thomas, 1st Lieut., 110th Engrs., N. G.
Bass, William Woofford, 1st Lieut., 130th F. A., N. G.
Moll, John Ray, 1st Lieut., 138th Inf., N. G.
Venable, Homer Clarke, 1st Lieut., 138th Inf., N. G.
Keough, Otis Edmund, 1st Lieut., 138th Inf., N. G.
Halstead, Felix Grundy, 1st Lieut., 128th M. G. Bn., N. G.
Moore, Monta James, 1st Lieut., 128th M. G. Bn., N. G.
Tucker, Beverly Harris, 1st Lieut., 130th M. G. Bn., N. G.
Brewster, George Colby, 1st Lieut., 138th Inf., N. G.
Whitthorne, Harry Sherman, 1st Lieut., 140th Inf., N. G.
Ware, Ralph Leroy, 1st Lieut., 140th Inf., N. G.
Duncan, John Thomas, 2nd Lieut., 137th Inf., N. G.
Snyder, Frank Larue, 2nd Lieut., 128th M. G. Bn., N. G.
Dunn, Herbert Iliff, 2nd Lieut., 128th F. A., N. G.
Thorburn, Frederick Tappen, 2nd Lieut., 128th F. A., N. G.
Sullivan, Frank Daniel Casey, 2nd Lieut., 138th Inf., N. G.
Riley, Morris Glenn, 2nd Lieut., 129th F. A., N. G.
Bleckley, Irwin Russell, 2nd Lieut., 130th F. A., N. G.
Imes, Orie Saunders, 2nd Lieut., 140th Inf., N. G.
Cale, George Nathan, 2nd Lieut., 129th M. G. Bn., N. G.
Riccord, Pearl Charles, 2nd Lieut., 137th Inf., N. G.
Henderson, Ralph Dawson, 2nd Lieut., 129th M. G. Bn., N. G.
Hughes, Charges, 2nd Lieut., 129th M. G. Bn., N. G.
Dorst, Henry Bryan, 2nd Lieut., 137th Inf., N. G.
Barthold, John, Jr., 2nd Lieut., 137th Inf., N. G.
Firstenberger, William Alfred, 2nd Lieut., 137th Inf., N. G.
Dunavant, Donald Hasson, 2nd Lieut., 138th Inf., N. G.
Thompson, Burke Ellis, 2nd Lieut., 138th Inf., N. G.
Beaver, Frederick Hope, 2nd Lieut., 128th F. A., N. G.
Bowman, Williman Holliday, 2nd Lieut., 138th Inf., N. G.
Lawrence, Arthur, 2nd Lieut., 110th Amm. Train, N. G.
Hartshorne, Obart Vincent, 2nd Lieut., 130th M. G. Bn., N. G.
Sutton, Charles Leroy, 2nd Lieut., 130th F. A., N. G.
Sias, Donald, 2nd Lieut., 110th Amm. Train, N. G.
Brill, Daniel Prather, 2nd Lieut., 110th Amm. Train, N. G.
Fowler, Fred Earl, 2nd Lieut., 110th Amm. Train, N. G.

PROVISIONAL BATTALION DETACHMENT, 35th DIVISION (*Continued*)

Hostetler, Curtis Branson, 2nd Lieut., 128th M. G. Bn., N. G.
Terrall, Ralph Eliot, 2nd Lieut., 130th M. G. Bn., N. G.
Crawford, George Marshall, 2nd Lieut., 60th F. A. Brig., N. G.
Lee, John Burnett, 2nd Lieut., 129th F. A., N. G.
Terkuile, Curtis Verburg, 2nd Lieut., 130th F. A., N. G.

PROVISIONAL BATTALION DETACHMENT, 35th DIVISION (*Continued*)

Von Gemmingen, Felix, 2nd Lieut., 130th F. A., N. G.
Lang, Chester Henry, 2nd Lieut., 129th F. A., N. G.
Walthew, Francis Gerald, 2nd Lieut., 129th F. A., N. G.
Baxter, William James, 2nd Lieut., 140th Inf., N. G.

TRIP IV—Sailed May 8, 1918

108th ENGINEERS

Allen, Henry A., Colonel, N. G. Eng.
Whigan, Wallace H., Lieut.-Colonel, N. G. Eng.
Roth, Charles, Major, N. G. Eng.
Darlington, Frederick, Major, N. G. Eng.
Peterson, William A., Captain, N. G. Eng.
Laughlin, Harmon L., Captain, N. G. Eng.
Hamlin, Harry F., Captain, N. G. Eng.
Thompson, Clyde, Captain, N. G. Eng.
O'Connor, John J., Captain, N. G. Eng.
Caward, Olin Mason, Chaplain, N. G.
Thompson, Magnus R., 2nd Lieut., Eng. Eng.
Decker, Wallace M., 1st Lieut., V. C., N. A.
Leenheer, Cornelius A., Major, M. C., N. G.
Bragdon, George H., 1st Lt., M. C., N. G.
Tillett, William S., 1st Lieut., M. C., N. G.
Sanborn, Joseph W., 1st Lieut., M. C., N. G.
Greusel, Charles S., 1st Lieut., M. C., N. G.
Heinze, Carl A., Captain, N. G. Eng.
Dean, William H., 1st Lieut., N. G. Eng.
Schufreider, John N., 1st Lieut., N. G. Eng.
Warfel, Lloyd W., 2nd Lieut., N. G. Eng.
Darling, Clinton S., 2nd Lieut., N. G. Eng.
Hughes, Lorne J., 1st Lieut., N. G. Eng.
Wiwi, Thomas R., 1st Lieut., N. G. Eng.
Locke, Arey D., 1st Lieut., N. G. Eng.
Neubert, Fred W., 2nd Lieut., N. G. Eng.
Guilfoil, Dwight D., Captain, N. G. Eng.
Roe, Harry A., 1st Lieut., N. G. Eng.
Tenney, Edgar L., 1st Lieut., N. G. Eng.
Campbell, Julian C., 1st Lieut., N. G. Eng.
Sheffield, Albert H., Captain, N. G. Eng.
Stauffer, Frank R., 1st Lieut., N. G. Eng.
Raynor, Thomas I., 1st Lieut., N. G. Eng.
Zellweger, Fred, 1st Lieut., N. G. Eng.
Parkhurst, William M., 2nd Lieut., N. G. Eng.
Rossiter, Jay A., Captain, N. G. Eng.
Bready, William M., 1st Lieut., N. G. Eng.
Duplessis, Milton P., 1st Lieut., N. G. Eng.
Heath, John M., 1st Lieut., N. G. Eng.
Doepel, Robert F., 2nd Lieut., N. G. Eng.
Harris, Ralph C., Captain, N. G. Eng.
Lippe, Ernest V., 1st Lieut., N. G. Eng.
Urbom, Oscar W., 1st Lieut., N. G. Eng.
Cole, Philip E., 2nd Lieut., N. G. Eng.

ADVANCE DETACH. 33rd DIVISION

Aid, Gail T., 1st Lieut., 132nd Inf.
Barber, Frank W., Major, Q. M. C.
Beatty, James P., Captain.
Bottomley, Henry S., 1st Lieut., 131st Inf.
Bushang, George W., 1st Lieut., 123rd M. G. Bn.
Cook, Rex H., 1st Lieut., 130th Inf.
Davis, Samuel C., 1st Lieut., 131st Inf.
Gedlewski, John, 2nd Lieut.
Haigh, Andrew C., 2nd Lieut.
Hiland, John R., 1st Lieut., 129th Inf.
Keen, Burlin E., 1st Lieut., 129th Inf.
Marr, Walter W., 2nd Lieut., 131st Inf.
McQuade, Jeremiah, Captain.
Osborn, Walter E., 1st Lieut., 129th Inf.
Wiley, George, 2nd Lieut., 130th Inf.

CAMP GRANT REPLACEMENT DRAFT, LABOR BN.

Otis, W. C., 1st Lieut.
Goelet, Robert, Captain.
Dunaway, Warren W., 2nd Lieut., Q. M. C., N. A.
Rose, Mansfield P., 2nd Lieut.
Robinson, P. C., 2nd Lieut., Q. M. C., N. A.
Rollins, Charles B., 1st Lieut., Q. M. C., N. A.
Reichmuth, Erwin F., 2nd Lieut., Q. M. C., N. A.
Veerhusen, H. H., 1st Lieut., Ord.
Bay, Charles A., 2nd Lieut., R. T. C.
Menou, Peter L., 1st Lieut.

37th ENGINEERS

Woodhull, Leon R., Captain, E. R. C.
McIver, George W., Captain, E. R. C.
Sterling, Walter A., 1st Lieut., E. R. C.
Claffy, John M., 1st Lieut., M. R. C.
Day, Henry S., Captain, E. R. C.
Piper, John S., 1st Lieut., E. R. C.
Campbell, Thomas F., 1st Lieut., E. R. C.
Power, Henry F., 1st Lieut., E. R. C.
Jackson, William D., 2nd Lieut., E. R. C.
Sommerville, Robt. L., 2nd Lieut., E. R. C.
Fletcher, Philip K., Captain, E. R. C.
Alexander, Jesse F., 1st Lieut., E. R. C.
Braunig, Victor H., 1st Lieut., E. R. C.
Mitchell, Raymond W., 1st Lieut., E. R. C.
Emmons, Norman E., 2nd Lieut., E. R. C.
Morrow, Rush B., Captain, E. R. C.
Waugaman, Arthur A., 1st Lieut., E. R. C.
Jones, Charles S., 1st Lieut., E. R. C.
Forty, Frank A., 1st Lieut., E. R. C.
Greene, Percy C., 2nd Lieut., E. R. C.
Voorhies, Michel B., 2nd Lieut., E. R. C.

78th DIVISION, N. A., ADVANCE SCHOOL DETACHMENT

Adee, George T., Major, 311th Inf.
Alexander, John, 2nd Lieut., 309th Inf., Co. E.
Amos, Lindsay Cline, 2nd Lieut., 309th F. A.
Bachman, John Albert, 2nd Lieut., 308th M. G. Bn.
Baird, George, 1st Lieut., 308th M. G. Bn.
Baker, Charles N., Jr., 2nd Lieut., 309th Inf.
Barry, Chester L., Captain, 303rd San. Tr.
Bent, William R., 1st Lieut., 309th Inf.
Bermel, Peter E., 1st Lieut., 303rd Eng.
Beverly, Dayton C., 1st Lieut., 308th F. A.
Bierwirth, John E., 1st Lieut., 308th F. A.
Bissell, Chester W., 2nd Lieut., 309th Inf.
Brewer, Harold G., 1st Lieut., 309th Inf.
Bright, Richard Thatcher, 2nd Lieut., 309th F. A.
Brown, Douglas W., 1st Lieut., 309th Inf.
Brown, Richmond Lennox, 1st Lieut., 309th F. A.
Bunker, Charles M., Colonel, 308th F. A.
Butler, Charles M., Major, 312th Inf.
Campbell, George M., 2nd Lieut., 309th M. G. Bn.
Case, John Crowther, 1st Lieut., 310th Inf.
Caten, William L., Jr., 1st Lieut., 309th Inf.
Clapp, Robert Henry, 2nd Lieut., 303rd F. S. Bn.
Conwell, Walter L., Major, 307th F. A.
Coon, Alfred Harden, 1st Lieut., 309th F. A.

THE ASSEMBLED OFFICERS AND CREW OF THE "GEORGE WASHINGTON,"
PRESIDENT WILSON SEATED IN THE CENTRAL FOREGROUND

78th DIVISION, N. A., ADVANCE SCHOOL DETACHMENT (*Continued*)

Crane, Wolcott B., 2nd Lieut., 307th M. G. Bn.
Crosthwaite, John S., 1st Lieut., 312th Inf.
Crozier, Courtney Charles, Captain, 310th Inf.
De Lavan, Nelson Breese, 1st Lieut., 310th Inf.
Denman, Arthur J., Captain, 303rd San. Tr.
Doolittle, Gilbert, 1st Lieut., 303rd Eng.
Drake, Frederick L., 2nd Lieut., 311th Inf.
Drury, Harold M., 1st Lieut., 311th Inf.
Dunn, John K., 1st Lieut., Hqrs., 153rd F. A. Bde.
Dunn, Roderick, 1st Lieut., 310th Inf.
Eldridge, John A., Major, 309th Inf.
Faust, Edward S., Captain, 308th F. A.
Fitzgerald, James J., Major, 312th Inf.
Fleming, Arthur B., 1st Lieut., 307th F. A.
Gaines, George, 2nd Lieut., 309th F. A.
Gausmann, Roy W., Major, 303rd Eng.
Gelein, Edwin A., 1st Lieut., 311th Inf.
Golden, William George, Jr., Captain, 303rd Eng.
Goodwill, John J., Captain, 303rd San. Tr.
Goodwin, Wilder, Captain, 309th M. G. Bn.
Gouinlock, Harold L., 1st Lieut., 303rd Eng.
Granelli, Humbert A., 1st Lieut., 303d San. Tr.
Green, Archibald W., 1st Lieut., 307th F. A.
Hargrave, Thomas J., 1st Lieut., 309th M. G. Bn.
Hemingway, James, 1st Lieut., 307th F. A.
Hertz, Louis, Captain, 309th F. A.
Hoge, Gordon, 1st Lieut., 310th Inf.
Holcomb, Charles A., 1st Lieut., 312th Inf.
Huntington, Ellery C., Captain, 307th F. A.
Huntington, Frederick S., Jr., 1st Lieut., 307th F. A.
Hylant, Edward Patrick, Jr., 1st Lieut., 310th Inf.
Jones, E. Lloyd, 2nd Lieut., 312th Inf.
Kearney, Paul T., 2nd Lieut., 311th Inf.
Kerr, Elmore Coe, Captain, 309th F. A.
King, Warner, 1st Lieut., 303rd Eng.
Lewis, John S., 1st Lieut., 307th N. G. Bn
Lewis, William L., 1st Lieut., 312th Inf.
Loder, Robert, 2nd Lieut., 307th F. A.
Lynch, George Alfred, Major, 310th Inf.
MacDonald, John T., Major, 303rd San. Tr.
Mackenzie, James C., Jr., Captain, 307th F. A.
Macomber, William Butts, 1st Lieut., 309th F. A.
McIntyre, Donald Roy, 2nd Lieut., 310th Inf.
McNamara, Francis J., 2nd Lieut., 308th M. G. Bn.
Megill, Sebring Clay, Major, 78th Div. Sig. Officer.
Merrill, Henry M., 2nd Lieut., 311th Inf.
Moore, Claude E., 1st Lieut., 312th Inf.
Moore, James R., 1st Lieut., 303rd San. Tr.
Morgan, Gerald Michael, 1st Lieut., 310th Inf.
Morganroth, Charles K., Captain, 312th Inf.
Naughton, Harold L., Captain, 309th Inf.
Neilson, William, Jr., 1st Lieut., 303rd Eng.
Nessler, Robert P., 2nd Lieut., 308th M. G. Bn.
O'Dea, John M., 2nd Lieut., 309th M. G. Bn.
Osborne, Charles D., 2nd Lieut., 307th M. G. Bn.
Payne, Bruce, Captain, 308th F. A.
Pennock, John W., 2nd Lieut., 309th N. G. Bn.
Phillips, George Felter, Captain, 309th F. A.
Rea, George P., Captain, 308th M. G. Bn.
Reynolds, Warren McLellan, Captain, 309th F. A
Ripley, James H., 1st Lieut., 308th F. A.
Rogers, Herman L., Captain, 308th F. A.
Rutherford, John, 2nd Lieut., 308th F. A.
Ryan, George S., 2nd Lieut., 309th Inf.
Safford, Daniel, 1st Lieut., 309th F. A.
Sarratt, Edwin Oliver, Colonel, 309th F. A.
Schuyler, Roy A., 1st Lieut., 311th Inf.
Seeley, Harland F., 2nd Lieut., 312th Inf.
Smith, Ernest G., Major, 309th Inf.
Smith, James A., 1st Lieut., 303rd San. Tr.
Smith, Percival L., 2nd Lieut., 312th Inf.
Smith, Roger Peck, 1st Lieut., 303rd Tr. M. Bty.

78th DIVISION, N. A., ADVANCE SCHOOL DETACHMENT (*Continued*)

Snyder, Jacob F. M., Captain, 303rd San. Tr.
Starr, Henry F., 1st Lieut., 303rd San. Tr.
Stearns, Marshall, Major, 311th Inf.
Sterling, Schuyler B., 2nd Lieut., 311th Inf.
Stern, Henry R., 1st Lieut., 311th Inf.
Stockwell, Raymond H., Captain, 307th M. G. Bn.
Strebl, Robert L., 2nd Lieut., 308th M. G. Bn.
Strieby, Maurice E., Captain, 303rd Field Sig. Bn.
Sultzer, Morton, 1st Lieut., 303rd Field Sig. Bn.
Tate, Robert, 1st Lieut., 303rd Engrs.
Taylor, Garvin P., 2nd Lieut., 312th Inf.
Thomas, Robert B., 2nd Lieut., 309th M. G. Bn.
Van Etten, Edward W., Captain, 311th Inf.
Van Sickle, Karl G., Captain, 308th F. A.
Vega, Rafael, 2nd Lieut., 309th Inf.
Volz, Edwin Alvin, Major, 310th Inf.
Vrooman, Vernon A., 1st Lieut., 311th Inf.
Ward, Butler E., 1st Lieut., 303rd Engrs.
Warren, Avra Milvin, 2nd Lieut., 310th Inf.
Willsey, Warren Gilbert, 2nd Lieut., 310th Inf.
Woolley, Knight, Captain, 308th F. A.
Wren, William C., 2nd Lieut., 312th Inf.
Young, Charles A., 1st Lieut., 303rd San. Tr.

30th DIVISION, ADVANCE SCHOOL DETACHMENT

Chambers, Sidney C., Lieut.-Colonel, 113th F. A.
Taylor, James G., Major, Div. Sig. Off.
Dyer, Charles W., Major, 117th Inf.
Newell, Hodge Albert, Major, 105th San. Tr.
Hathaway, Caleb R., Major, 117th Inf.
Mahon, Gabriel H., Jr., Major, 118th Inf.
Heyward, Robert C., Major, 118th Inf.
Freeman, George K., Major, 119th Inf.
Bacon, William J., Major, 115th F. A.
Waring, Roane, Major, 119th Inf.
Newman, Robert Hallar, Major, 105th San. Tr.
Scott, Don E., Major, 120th Inf.
Graham, William A., Major, 120th Inf.
Myers, Roy V., Major, 114th F. A.
Cothran, Perrin C., Major, 105th Eng.
Cantey, Edward B., Captain, 114th Mg. Bn.
Hobbs, Graham K., Captain, 119th Inf.
Boddie, Samuel P., Captain, 120th Inf.
Rainor, James Thomas, Captain, 105th San. Tr.
Workman, William D., Captain, 112th Inf.
Lillard, David W., Captain, 117th Inf.
Gillette, George W., Captain, 105th Eng.
Milan, Robert N., Captain, 115th F. A.
Seelye, Theodore E., Captain, 105th Eng.
Rodman, Wiley C., Captain, 113th F. A.
Cherry, Robert Gregg, Captain, 115th M. G. Bn.
McLendon, Lennox P., Captain, 113th F. A.
English, Thomas Y., Jr., Captain, 113th M. G. Bn.
Becloner, William H., Captain, 115th F. A.
McCormach, Edward J., Captain, 114th F. A.
Amis, Reese T., Captain, 114th F. A.
Dabney, Albert Smith, Captain, 105th San. Tr.
Apperson, William J., Captain, 115th F. A.
Hanes, Robert N., Captain, 113th F. A.
Sloan, David Bryan, Captain, 105th San. Tr.
Stanley, John W., 1st Lieut., 105th Sig. Bn.
Roberts, Charles P., 1st Lieut., 117th N. G. Inf.
Mulloy, William A., 1st Lieut., 118th N. G. Inf.
Hutchinson, Hiram, 1st Lieut., 118th N. G. Inf.
Morehouse, Levi S., 1st Lieut., 117th N. G. Inf.
Shonton, John Daniel, 1st Lieut., 105th N. C. N. G. San. Tr.
Johnson, Julius Adams, 1st Lieut., 105th N. C. N. G. San. Tr.
Morris, Lynn K., 1st Lieut., 117th N. G. Inf.
Conden, James M., 1st Lieut., 117th N. G. Inf.
Guion, William B., 1st Lieut., 113th F. A.
Fields, Robert G., 1st Lieut., 114th F. A.

30th DIVISION, ADVANCE SCHOOL DETACHMENT
(*Continued*)

Ginley, Francis Michael, 1st Lieut., 105th M. R. C. San. Tr.
Baughan, William E., 1st Lieut., 113th F. A., N. G.
Simmons, Enoch S., 1st Lieut., 113th F. A., N. G.
Bailey, Frank W., 1st Lieut., 115th F. A., N. G.
Gattis, Samuel M., Jr., 1st Lieut., 113th F. A., N. G.
Dixon, Wright T., 1st Lieut., 130th N. G. Inf.
Joyner, Guy E., 1st Lieut., 114th F. A., N. G.
Coddington, Herbert Augustus, 1st Lieut., 105th M. C. N. G. San. Tr.
Warfield, Francis B., 1st Lieut., 105th N. G. Eng.
Spence, Albert H., 1st Lieut., 105th U. S. R. Eng.
Thompson, George R., 1st Lieut., 105th F. A. N. G., Sign.
Acuff, Herbert, 1st Lieut., 105th M. R. C. San. Tr.
Bowman, Wade Vance, 1st Lieut., 113th F. A., N. G.
Royster, Botomely S., Jr., 1st Lieut., 112th F. A., N. G.
Elliott, William G., 1st Lieut., 114th F. A., N. G.
Mears, Christian E., 1st Lieut., 113th F. A., N. G.
Woodward, Fred H., 1st Lieut., 105th F., N. G. Sign.
Williams, John F., Jr., 1st Lieut., 120th N. G. Inf.
Bell, Chester O., 1st Lieut., 119th N. G. Inf.
Neuffer, Gottleb A., Jr., 1st Lieut., 118th N. G. Inf.
Maylor, James M., 1st Lieut., 120th N. G. Inf.
Blake, Ellisen S., 1st Lieut., 118th N. G. Inf.
Lewis, John L., 1st Lieut., 114th F. A., N. G.
Gillian, Frank J., 1st Lieut., 119th N. G. Inf.
Graham, Edward L., 1st Lieut., 119th N. G. Inf.
Herrick, Ralph W., 1st Lieut., 117 N. G. Inf.
Mason, Elmer R., 1st Lieut., 120 N. G. Inf.
Pichetti, Charles, 1st Lieut., 119th N. G. Inf.
Brown, Innis, 1st Lieut., 115th F. A., U. S. R.
Rozier, Jules S., Jr., 1st Lieut., 115th F. A., N. G.
Bennett, Horace C., 1st Lieut., 119th F. A., N. G.
Field, Bascon L., 1st Lieut., 105th N. G. Eng.
Gunby, John K., 1st Lieut., 114th F. A., N. G.
Campbell, Allan L., 1st Lieut., 116th F. A., N. G.
Farrie, Oscar L., 1st Lieut., 114th N. G. M. G. Bn.
Shuford, George A., 1st Lieut., 119th N. G. Inf.
Stewart, Willis T., 1st Lieut., 115th F. A., N. G.
Murphey, George P., 1st Lieut., 105th N. G. Eng.
Buckingham, Hugh E., 1st Lieut., 115th F. A., N. G.
Anspech, Samuel G., Jr., 1st Lieut., 115th F. A., N. G.
Dixon, Richard D., 1st Lieut., 113th F. A., N. G.
Evers, Frank B., 1st Lieut., 114th F. A., N. G.
Moore, John W., 1st Lieut., 113th F. A., N. G.
Thorne, Maurice A., 1st Lieut., 115th F. A., N. G.
Rice, H. Grantland, 1st Lieut., 115th F. A., N. G.
Trumbull, Walter S., 1st Lieut., 115th F. A., N. G.
Turner, Robert H., 1st Lieut., 115th N. G., M. G. Bn.
Hughes, Edwin L., 1st Lieut., 118th N. G., Inf.
Dayton, Julian, 1st Lieut., 120th N. G. Inf.
Werz, Marion R., 2nd Lieut., 119th N. G. Inf.
Reynolds, Neil A., 2nd Lieut., 117th N. G. Inf.
Gardner, James T., 2nd Lieut., 115th N. G. M., G. Bn.
McFaddyen, Henry T., 2nd Lieut., 114th N. G., M. G. Bn.
Ragan, Summerfield K., 2nd Lieut., 114th N. G., M. G. Bn.
Ailor, Thurman, 2nd Lieut., 120th N. G., Inf.
Skelton, John A., 2nd Lieut., 117th N. G. Inf.
Myers, Clarence G., 2nd Lieut., 113th N. G., M. G. Bn.
Hill, John F., 2nd Lieut., 105th N. G., Eng.
Boyal, Sam J., 2nd Lieut., 118th N. G., Inf.
Johnson, Joseph F., 2nd Lieut., 114th N. G., M. G. Bn.
Grant, Clay C., 2nd Lieut., 114th N. G., M. G. Bn.
Hudnut, Herbert B., 2nd Lieut., 115th F. A., N. G.
Rogers, Holcomb, 2nd Lieut., F. A., N. G.
Taylor, Alexander, 2nd Lieut., N. G. Eng.
Hall, Roland D., 2nd Lieut., F. A., N. G.
Wingo, William W., 2nd Lieut., N. G., Inf.
McMurry, Charles T., 2nd Lieut., 114th F. A., N. G.
Ridley, James A., 2nd Lieut., 113th N. G., M. G. Bn.
Sharpe, John B., 2nd Lieut., 120th N. G. Inf.
Polk, Horace T., 2nd Lieut., 114th F. A., N. G.
Murrian, John H., 2nd Lieut., 117th N. G. Inf.

30th DIVISION, ADVANCE SCHOOL DETACHMENT
(*Continued*)

Deadrick, George S., 2nd Lieut., 117th N. G. Inf.
Edwin, T., 2nd Lieut., 113th N. G. M. G. Bn.
Harden, Zach D., 2nd Lieut., 113th F. A., N. G.
McCullough, James D., 2nd Lieut., 118th N. G. Inf.
Morrison, Harold E., 2nd Lieut., 115th F. A., N. G.
Hunter, Clyde H., 2nd Lieut., 114th F. A., N. G.
Mitchell, Jesse M., 2nd Lieut., 112th F. A., N. G.
Bell, Robert H., 2nd Lieut., 114th F. A., N. G.
Bellamy, Hargrove, 2nd Lieut., 119th N. G. Inf.
Green, Andrew H., 2nd Lieut., 120th N. G. Inf.
Burgear, Cales K., 2nd Lieut., 113th F. A., N. G.
Rankin, John O., 2nd Lieut., 115th N. G., M. G. Bn.
Penn, Moss E., 2nd Lieut., 115th N. G., M. G. Bn.
Richards, Charles O., 2nd Lieut., 120th N. G. Inf.
Woodward, Harry M., 2nd Lieut., 115th F. A., N. G.
Dodge, James P., Jr., 2nd Lieut., 113th F. A., N. G.
Hardin, Edward M., 2nd Lieut., 115th N. G., M. G. Bn.
Maher, Thomas D., 2nd Lieut., 114th F. A., N. G.
Smith, Daniel O., 2nd Lieut., 114th F. A., N. G.
Bass, Clark N., 2nd Lieut., 114th F. A., N. G.

ADVANCE SCHOOL DETACHMENT, 27th DIVISION

Abrams, Walter L., 2nd Lieut., 105th F. A., N. G.
Acheson, Arthur, 1st Lieut., 104th F. A., N. G.
Ackerman, Gilbert E., 2nd Lieut., 106th F. A., N. G.
Ball, Alwyn, 3rd, 2nd Lieut., 105th, M. G. Bn., N. G.
Baragor, Albert M., Captain, 108th Inf., N. G.
Bauchle, Thomas H., Jr., 2nd Lieut., 107th Inf., N. G.
Baxter, Nelvin L., 1st Lieut., 108th Inf., N. G.
Beard, James H., 1st Lieut., 105th F. A., N. G.
Behrons, William B., 2nd Lieut., 106th Inf., N. G.
Bird, Howard E., 1st Lieut., 105th Inf., N. G.
Bousfield, Howard W., Captain, 106th M. G. Bn., N. G.
Brecht, Elmer P., 2nd Lieut., 108th Inf., N. G.
Brodsky, John C., 1st Lieut., 104th M. G. Bn., N. G.
Buckley, Leo F., 2nd Lieut., 104th F. A., N. G.
Bulkley, Stanley, Captain, 105th Inf., N. G.
Burnott, Charles E., 2nd Lieut., 106th F. A., N. G.
Burross, Edwin S., 2nd Lieut., 106th F. A., N. G.
Butterfield, Ralph B., 2nd Lieut., 108th Inf., N. G.
Callaway, George F., 1st Lieut., 102nd F. S. Bn., N. G.
Chauncey, Alexander W., 1st Lieut., 105th F. A., N. G.
Clark, Archibald B., 1st Lieut., 104th F. A., N. G.
Cleaver, Gover C., 2nd Lieut., 106th Inf., N. G.
Colman, Richard W., Captain, 107th Inf., N. G.
Comstock, Robert K., 1st Lieut., 106th Inf., N. G.
Conrow, William S., Lieut.-Colonel, 102nd Eng., N. G.
Court, William S., 2nd Lieut., 105th F. A., N. G.
Couchman, Frederick S., Major, 108th Inf., N. G.
Coxe, Eckley B., 2nd Lieut., 106th F. A., N. G.
Cranston, William J., Major, Am. Co., M. G. N. G.
Curtin, John J., Captain, 106th F. A., N. G.
DeBevoise, Charles I., Colonel, 106th Inf., N. G.
Delaney, John T., Lieut.-Colonel, 104th F. A., N. G.
DeLamater, Walter A., Major, 106th Inf., N. G.
Dowling, James F., 1st Lieut., 105th Inf., N. G.
Dunn, Charles E., 1st Lieut., 105th F. A., N. G.
Devlin, Edward J., 1st Lieut., 106th F. A., N. G.
Durham, Knowlton, 1st Lieut., 105th M. G. Bn., N. G.
Donnelly, George W., 1st Lieut., 106th M. G. Bn., N. G.
Downey, Harold L., 2nd Lieut., 105th M. G. Bn., N. G.
Edmunds, Euston E., Captain, 106th Inf., N. G.
Egleston Nathaniel H., Captain, 105th M. G. Bn., N. G.
Eller, Louis H., 2nd Lieut., 106th F. A., N. G.
Fowler, Edmund P., Major, Dir. F. H., M. G. N. G.
Floor, Arthur M., 1st Lieut., 105th F. A., N. G.
Fahys, George E., 1st Lieut., 106th F. A., N. G.
Florian, Paul A., 2nd Lieut., 105th Inf., N. G.
Flash, Edward S., 2nd Lieut., 105th M. G. Bn., N. G.
Finney, Regan, 2nd Lieut., 104th F. A., N. G.
Goodyear, Bradley, Captain, 106th F. A., N. G.

ADVANCE SCHOOL DETACHMENT, 27th DIVISION
(Continued)

Gutelius, Edwin C., Captain, 106th F. A., N. G.
Grenot, Alex, 1st Lieut., 105th Inf., N. G.
Gore, Edwin B., 1st Lieut., 105th Inf., N. G.
Gorman, Lawrence J., 1st Lieut., 102nd F. S. Bn., N. G.
Garland, Arthur R., 2nd Lieut., 102nd Eng., N. G.
Gow, Kenneth, 2nd Lieut., 107th Inf., N. G.
Grant, Francis B., 2nd Lieut., 106th M. G. Bn., N. G.
Hallahan, William L., Major, 102nd F. S. Bn., N. G.
Hancock, Clarence E., 1st Lieut., 104th M. G. Bn., N. G.
Hollaway, Edward S., 1st Lieut., 107th Inf., N. G.
Hall, Percy M., 1st Lieut., 107th Inf., N. G.
Hogeman, Walter E., 1st Lieut., 104th F. A., N. G.
Hayes, Francis E., 1st Lieut., 105th F. A., N. G.
Henry, Joseph P., 1st Lieut., Am. Co. 106, N. G.
Howard, George L., 2nd Lieut., 105th Inf., N. G.
Higbee, Lester C., 2nd Lieut., 105th Inf., N. G.
Hasselbrink, Paul E., 2nd Lieut., 104th F. A., N. G.
Heineman, Bernard, 2nd Lieut., 104th F. A., N. G.
Ireland, Gordon, 1st Lieut., 102nd F. S. Bn., N. G.
Jackson, Franklyn J., 1st Lieut., 106th Inf., N. G.
Keeler, Patrick J., Captain, 106th F. A., N. G.
King, Chester H., Captain, 104th M. G. Bn., N. G.
Kerrigan, Joseph A. A., 1st Lieut., 106th Inf., N. G.
Kipp, James A., 2nd Lieut., 108th Inf., N. G.
King, Everett, 2nd Lieut., 106th M. G. Bn., N. G.
Liebman, Morris N., Lieut.-Colonel, 105th Inf., N. G.
Lovell, Frederick E., 1st Lieut., 105th Inf., N. G.
Lobdell, Leighton, 2nd Lieut., 106th F. A., N. G.
Mazot, Robert, Major, 107th Inf., N. G.
McKemy, John W., Captain, Am. Co. 105, M. R. C.
Mackay, Harold G., 1st Lieut., 108th Inf., N. G.
McNulty, George, 1st Lieut., 105th F. A., N. G.
McSweeney, James H., 105th F. A., N. G.
Merwin, Miles H., 1st Lieut., 106th F. A., N. G.
Meeker, Jay E., 1st Lieut., Am. Co., N. G.
McDowell, John, Jr., 2nd Lieut., 102nd Eng., N. G.
Mullaney, Eugene L., 2nd Lieut., 107th Inf., N. G.
McGrath, Edward A., 2nd Lieut., 104th F. A., N. G.
McAdams, Charles M., 2nd Lieut., 104th F. A., N. G.
McNeil, George S., 2nd Lieut., 104th F. A., N. G.
McCartney, Charles J., 2nd Lieut., 106th F. A., N. G.
Matthews, George, Jr., 2nd Lieut., 105th M. G. Bn., N. G.
O'Neil, Charles F., 2nd Lieut., 106th Inf., N. G.
Orgil, John C., 2nd Lieut., 105th F. A., N. G.
Pateman, Everett E., Major, 105th Inf., N. G.

ADVANCE SCHOOL DETACHMENT, 27th DIVISION
(Continued)

Park, James, 1st Lieut., 104th F. A., N. G.
Pulleyn, John W., 1st Lieut., 104th F. A., N. G.
Podeyn, Emil M., 1st Lieut., 105th F. A., N. G.
Page, Cecil H., 2nd Lieut., 106th Inf., N. G.
Palmer, Louis R., 2nd Lieut., 105th F. A., N. G.
Perkins, John W., 2nd Lieut., 106th M. G. Bn., N. G.
Robinson, Ernest F., Captain, 102nd Eng., N. G.
Russell, Herman C., 1st Lieut., Am. Co. 107, N. G.
Reardon, William I., 1st Lieut., F. H. 105, N. G.
Ross, Herbert E., 1st Lieut., 102nd Eng., N. G.
Richardson, Norman D., 1st Lieut., 102nd Eng., N. G.
Ross, Ogden J., 2nd Lieut., 105th Inf., N. G.
Reinert, Albert F., 2nd Lieut., 106th Inf., N. G.
Sherman, Thomas M., Major, 107th Inf., N. G.
Schohl, William F., Captain, 106th F. A., N. G.
Smith, Henry B., Captain, F. H. Co. 108, N. G.
Stockwell, Norris P., Captain, 102nd Eng., N. G.
Smith, Ivan L., 1st Lieut., 106th Inf., N. G.
Smith, Joseph W., 1st Lieut., 108th Inf., N. G.
Scudder, Charles F., 1st Lieut., F. H. Co. 107, N. G.
Strang, Clarence S., 2nd Lieut., 102nd Eng., N. G.
Streeter, Edward L., 2nd Lieut., 105th F. A., N. G.
Tuck, John B., Lieut.-Colonel, 108th Inf., N. G.
Taylor, George E., Captain, F. H. Co., 106, N. G.
Thomas, William H., 1st Lieut., 104th F. A., N. G.
Thomas, Harold F., 1st Lieut., 104th F. A., N. G.
Terry, Ford M., 2nd Lieut., 107th Inf., N. G.
Toomey, George, 2nd Lieut., 106th F. A., N. G.
Ullrich, Ernest, 1st Lieut., 105th F. A., N. G.
Verbeck, Guido F., Major, 2nd Bn. 106th F. A., N. G.
Volkland, William J., 1st Lieut., 104th F. A., N. G.
Varney, Jesse E., 1st Lieut., 108th Inf., N. G.
Vanderbilt, Joseph B., 1st Lieut., 104th M. G. Bn., N. G.
Vonderleeth, Harry, 2nd Lieut., 106th M. G. Bn., N. G.
Weld, DeWitt C., Lieut.-Colonel, 105th F. A., N. G.
Watson, Winslow B., 1st Lieut., 106th Inf., N. G.
Willis, Edward, 1st Lieut., 107th Inf., N. G.
Walrath, Carey J., 1st Lieut., 107th Inf., N. G.
Williams, Irvine, 1st Lieut., 104th F. A., N. G.
Whelpley, David, 1st Lieut., 102nd Eng., N. G.
Withstandley, Victor, 2nd Lieut., 105th F. A., N. G.
Walker, Douglas P., 2nd Lieut., 106th F. A., N. G.
Willis, Frederick A., 2nd Lieut., 105th F. A., N. G.
Wright, Richard D., 2nd Lieut., 108th Inf., N. G.

TRIP V—Sailed June 15, 1918

Abrams, S. S., 2nd Lieut., 368th Inf.
Adams, Abram R., 1st Lieut., Casual D. R. C.
Alexander, Fritz W., 2nd Lieut., 368th Inf.
Alexander, Levi, 2nd Lieut., 368th Inf.
Altman, Julius, 1st Lieut., Casual D. R. C.
Anderson, Leon M., 1st Lieut., 368th Inf.
Anderson, Levi, 1st Lieut., 368th Inf.
Armstrong, Harry, Captain (Adj.), 368th Inf.
Aronberg, Albert M., 1st Lieut., Casual D. R. C.
Atwood, Henry O., Captain, 368th Inf.
Avery, Herbert, Captain, 368th Inf.
Bailey, Clarence, 1st Lieut., 368th Inf.
Baker, Edwin C., Captain, Casual D. R. C.
Banholtz, Harry Hill, Brig. Gen., 58th Inf. Brig. C.
Banks, R. B., 1st Lieut., 368th Inf.
Barnes, Wm. R., 1st Lieut., 368th Inf.
Bass, Fred W., 1st Lieut., Casual D. R. C.
Benedict, Benj., 1st Lieut., Casual D. R. C.
Berryman, Edgar C., 1st Lieut., Casual D. R. C.
Berryman, Leslie H., 1st Lieut., 115th Inf.
Bettis, Benjamin, 2nd Lieut., 368th Inf.
Bishop, Isaac O., 1st Lieut., Casual D. R. C.
Black, Walter E., Captain, 115th Inf.
Bloch, Leon, 1st Lieut., Casual D. R. C.
Bohle, Harry F., 1st Lieut., Casual D. R. C.
Bolton, Artie E., 2nd Lieut., 115th Inf.
Boville, Frank W., Captain, Casual D. R. C.
Brannon, Clyde R., 1st Lieut., 368th Inf.
Brett, Arno L., 1st Lieut., Casual D. R. C.
Brown, Arthur E., 1st Lieut., Casual D. R. C.
Burby, Joseph Wm., Captain, Casual V. C. N. A.
Burrell, Wm., 2nd Lieut., 368th Inf.
Bushong, Milo, 1st Lieut., Casual D. R. C.
Butter, L. A., 1st Lieut., 368th Inf.
Byrd, N. L., 1st Lieut., 368th Inf.
Caldwell, C. W., 2nd Lieut., 368th Inf.
Campbell, Robert, 1st Lieut., 368th Inf.
Carpenter, Curtis, 2nd Lieut., 368th Inf.
Carter, John C., 1st Lieut., 368th Inf.
Cheers, R., 2nd Lieut., 368th Inf.
Clark, Frank C., 2nd Lieut., 368th Inf.
Cleaves, L. C., 2nd Lieut., 368th Inf.
Coleman, Frank, 1st Lieut., 368th Inf.
Cooper, Chas. C., Captain, 368th Inf.

TRIP V (*Continued*)

Courtwright, Edw. E., Captain, Casual D. R. C.
Crawford, F. E., 1st Lieut., Casual D. R. C.
Crawford, H., 1st Lieut., 368th Inf.
Cross, Judge, 1st Lieut., 368th Inf.
Curley, Clarence, 1st Lieut., 368th Inf.
Curtis, H. L., 1st Lieut., 368th Inf.
Dabney, Joe, Captain, 368th Inf.
Davis, Samuel H., Captain, Casual D. R. C.
Dauridge, E. A., 1st Lieut., 368th Inf.
De Grasse, F. J. P., 1st Lieut., Casual D. R. C.
Dent, F. M., 1st Lieut., 368th Inf.
Dent, Thomas M., 1st Lieut., 368th Inf.
De Vaugh, O. W., 1st Lieut., 368th Inf.
Ditchy, Jay K., Civilian Interpreter Q. M. C., N. A.
Dragoo, Dewitt D., 2nd Lieut., 368th Inf.
Dunshee, Harry J., 1st Lieut., Casual D. R. C.
Elser, Max A., Major, 368th Inf.
Erler, George R., 1st Lieut., 115th Inf.
Ernest, Gifford, 1st Lieut., Casual Chaplain.
Ericson, Arentz J., 1st Lieut., Casual D. R. C.
Ewen, Stanley G., 1st Lieut., Casual D. R. C
Fairfax, N. C., 2nd Lieut., 368th Inf.
Fearu, Richard L., 1st Lieut., 115th Inf.
Frost, George N., Captain, Casual D. R. C.
Gale, Frank W., Captain, Casual D. R. C.
George, Clayborne, 1st Lieut., 368th Inf.
Golding, Joseph Wm., Captain, Casual D. R. C.
Goodloe, Nathan O., 2nd Lieut., 368th Inf.
Grady, Wm. T., 2nd Lieut., 368th Inf.
Grant, Percy S., Captain, 368th Inf.
Gray, Thornton H., 1st Lieut., 368th Inf.
Green, Walter, Captain, 368th Inf.
Haines, Harlan E., 1st Lieut., Casual D. R. C.
Hancock, Frank A., Major, 115th Inf.
Harris, E. H., 1st Lieut., 368th Inf.
Harden, Grover, 1st Lieut., 368th Inf.
Harris, W. A., 1st Lieut., 368th Inf.
Harris, 1st Lieut., 368th Inf.
Hatch, Chas. H. Y., 1st Lieut., Casual D. R. C.
Hawkins, Lawrence, 2nd Lieut., 368th Inf.
Hayson, M. C., 1st Lieut., 368th Inf.
Henderson, Crispus, 1st Lieut., 368th Inf.
Henderson, D. J., 1st Lieut., 368th Inf.
Heslip, Jesse, 1st Lieut., 368th Inf.
Hill, Daniel G., 2nd Lieut., 368th Inf.
Hume, H. Ross, 1st Lieut., Casual Chaplain.
Hunt, John R., 1st Lieut., 368th Inf.
Hutchins, Ralph, Captain, 115th Inf.
Jackson, Wm. P., Colonel, 368th Inf.
Johnson, Hillery W., 2nd Lieut., 368th Inf.
Johnson, Robert, 2nd Lieut., 368th Inf.
Johnson, Robert E., 2nd Lieut., 368th Inf.
Johnston, Ewart, 1st Lieut., Hq. 58th Inf. Brig.
Jones, James W., Captain, 368th Inf.
Jones, Paul W., 1st Lieut., 368th Inf.
Kernts, Will, 1st Lieut., 368th Inf.
Killian, Augustus Ray, Captain, Casual D. R. C.
Kincaia, C. J., 1st Lieut., 368th Inf.
Knight, L. E., 1st Lieut., 368th Inf.
Koger, L. G., 1st Lieut., 368th Inf.
Lambert, Richard M., 1st Lieut., 115th Inf.
Lande, Peter P., 1st Lieut., Casual D. R. C.
Landry, P. O., 1st Lieut., Casual D. R. C.
Landstreet, Robert S., 1st Lieut., 115th Inf.
Lawing, Ernest O., Major, Casual D. R. C.
Lawrence, J. S., Major, 368th Inf.
Laws, Robert W., 1st Lieut., 115th Inf.
Lee, George W., 2nd Lieut, 368th Inf.
Lee, J. E., 2nd Lieut., 368th Inf.
Le Granche, Jean, 1st Lieut., Hqrs. 58th Inf. Brig.
Leonard, John E., 1st Lieut., 368th Inf.
Lewis, Wm. P., Jr., 2nd Lieut., 115th Inf.
Long, Howard W., 1st Lieut., 368th Inf.

TRIP V (*Continued*)

Lomack, James B., 1st Lieut., 368th Inf.
Lowdenback, B. B., 1st Lieut., Casual D. R. C.
Lowry, Haywood E., 2nd Lieut., 115th Inf.
Love, Eager A., 1st Lieut., Chaplain, 368th Inf.
Ludwig, Howard R., 1st Lieut., Casual D. R. C.
McAden, Mosby B., 2nd Lieut., 368th Inf.
McCauley, C. Otis, 1st Lieut., 115th Inf.
McConnaha, Earle Foster, 1st Lieut., Casual Chaplain.
McCoy, Hogh, 1st Lieut., 115th Inf.
McCrimmon, M. A., Captain, 368th Inf.
McGuire, James Wm., Captain, Casual D. R. C.
McIntyre, Philip C., 1st Lieut., 115th Inf.
McReynolds, Albert, 1st Lieut., 368th Inf.
Mapes, W. S., Lieut. Col., 368th Inf.
Marchbanks, M. W., Captain, 368th Inf.
Marshall, Cyrus W., 2nd Lieut., 368th Inf.
Martin, Joseph H., 1st Lieut., 368th Inf.
Mauer, A. M., 1st Lieut., Casual D. R. C.
Mehlinger, Louis R., Captain, 368th Inf.
Mellon, Frank C., 1st Lieut., 115th Inf.
Middleton, Louis, 1st Lieut., 368th Inf.
Mikulas, George W., 1st Lieut., Casual D. R. C.
Munsell, Marcus Mills, 1st Lieut., Hqrs. 58th Inf. Brig.
Nevils, E. M., Major, Hqrs. 58th Inf. Brig.
O'Neill, Wm., 1st Lieut., Casual D. R. C.
Parramore, Thos. H., Major, Casual Q. M. C. N. A.
Payne, Herbert A., 1st Lieut., 115th Inf.
Pearsey, Hale H., 1st Lieut., Casual D. R. C.
Peeks, Wm. D., Captain, 368th Inf.
Peet, Wm. W., 1st Lieut., Casual D. R. C.
Philler, Richard M., Captain, 368th Inf.
Pinkston, J. C., 1st Lieut., 368th Inf.
Plummer, Perry H., Captain, Casual D. R. C.
Ponder, J. M., 1st Lieut., 368th Inf.
Pope, Wm. R., Major, 368th Inf.
Powell, James C., 1st Lieut., 368th Inf.
Queen, H. D., Captain, 368th Inf.
Queen, Richard D., 2nd Lieut., 368th Inf.
Quivers, Harold, 1st Lieut., 368th Inf.
Rapp, Jerome A., 1st Lieut., Casual D. R. C.
Reese, Wm., 2nd Lieut., 368th Inf.
Reyes, Adolph, 2nd Lieut., 368th Inf.
Reynolds, Elijah, Captain, 368th Inf.
Rice, Buford A., 1st Lieut., Casual D. R. C.
Richardson, D. J., 2nd Lieut., 368th Inf.
Richardson, H. D., 1st Lieut., 368th Inf.
Ridgley, Chas. R., Captain, 368th Inf.
Robb, Henry F., Captain, 115th Inf.
Robbins, Ernest A., Jr., Major, Hqs. 58th Inf. Brig.
Roberts, Thos. L., 1st Lieut., Casual Chaplain.
Robertson, Edward, 2nd Lieut., 368th Inf.
Robertson, Thomas D., 2nd Lieut., 115th Inf.
Robinson, P. L., 1st Lieut., 368th Inf.
Roper, Roscoe, 2nd Lieut., 368th Inf.
Rosenfeld, Merrill, 2nd Lieut., 115th Inf.
Ross, Glen R., 1st Lieut., Casual D. R. C.
Ruhl, Harry C., Captain, 115th Inf.
Sanders, Chester, Captain, 368th Inf.
Sandbridge, Clifford, Captain, 368th Inf.
Savoy, Walker L., 2nd Lieut., 368th Inf.
Scanlon, Walter R., 1st Lieut., Casual D.R. C.
Scott, James E., 2nd Lieut., 368th Inf.
Scott, W. W., 2nd Lieut., 368th Inf.
Sewell, S. R., 1st Lieut., 368th Inf.
Shonfield, Leo, 1st Lieut., Casual D. R. C.
Simmons, Richard, Captain, 368th Inf.
Simmons, Wm. E., 1st Lieut., 368th Inf.
Smith, Daniel, Captain, 368th Inf.
Smith, Enos B., 2nd Lieut., 368th Inf.
Smith, Oscar H., 1st Lieut., 368th Inf.
Smithers, Henry L., 2nd Lieut., 115th Inf.
Sommers, Roy S., 1st Lieut., Casual D. R. C.
Stafford, L. A., Captain, 368th Inf.

TRIP V (*Continued*)

Stanton, James C., 1st Lieut., Casual D. R. C.
Starts, Chas. W., Captain, Hqs. 58th Inf. Brig.
Steele, Percy H., 1st Lieut., 368th Inf.
Steiner, James G., 1st Lieut., Casual D. R. C.
Sullivan, Edmund F., 1st Lieut., Casual D. R. C.
Tanner, Smith C., Captain, Casual D. R. C.
Thomas, Robert, Captain, 368th Inf.
Thomas, V. B., 2nd Lieut., 368th Inf.
Throckmorton, John E., 2nd Lieut., 115th Inf.
Trigg, J. A., Captain, 368th Inf.
Van Horn, John D., 1st Lieut., Casual Chaplain.
Wagner, Chas. R., Captain, Casual D. R. C.
Walbrachter, Walter, 2nd Lieut., 115th Inf.
Warthen, Nathan R., 2nd Lieut., 115th Inf.
Washburn, Cecil D., 1st Lieut., Casual D. R. C.

TRIP V (*Continued*)

Webb, W. T., 1st Lieut., 368th Inf.
Wheeler, Harry, 1st Lieut., 368th Inf.
Whittico, M., 1st Lieut., 368th Inf.
Williams, James B., 1st Lieut., 368th Inf.
Williams, J. H., 1st Lieut., 368th Inf.
Williams, R. A., Captain, 368th Inf.
Williams, Raymond H., Captain, Casual D. R. C.
Wimbish, H. H., 2nd Lieut., 368th Inf.
Wright, James E., 1st Lieut., Casual D. R. C.
Wylie, Wm. B., 1st Lieut., 115th Inf.
Young, C. G., 1st Lieut., 368th Inf.
Patterson, R. C., Jr., Captain, Casual A1 Trans.
Davis, Michal J., 2nd Lieut., Casual 35th Division.
Bloomquist, G. E., 2nd Lieut., Casual 19th, 35th Eng.

TRIP VI—Sailed July 18, 1918

JULY AUTOMATIC REPLACEMENT DRAFT, INFANTRY COMPANY 2.

Martin, Wm. F., 2nd Lieut.
Plaister, Richard M., 2nd Lieut.

CASUALS

Bailey, Pearce, Colonel, N. G. N. A.
Keith, Soudinot, Major, J. A. G. R. C.
Lloyd, Stacy B., Major, G. A. G. R. C.
John, J. Carty, Colonel, Sig. Corps.
Adams, George Henry, Captain, Q. M. C. N. A.
Crosby, Chas. C., Captain, M. R. C.
Dishong, Gustave Wm., Captain, M. R. C.
Beale, Francis F., 1st Lieut., Eng. N. A.
Brenn, Chas. Earle, 1st Lieut., Med. Corps, U. S. A.
Campbell, Joseph L., 1st Lieut., San. Corps, N. A.
Dooling, Henry C., 1st Lieut., M. C., U. S. A.
Durrett, Wm. B., 1st Lieut., A. S. S. R. C.
Hackett, Lawrence M., 1st Lieut., M. R. C.
Kronig, Louis N., Jr., 1st Lieut., A. S. S. R. C.
McCormack, Noble D., 1st Lieut., Med. Corps, U. S. A.
McFarland, Wm. P., 1st Lieut., A. S. S. C. Observer, U. S. A.
Mills, John Kane, 1st Lieut., A. S. S. R. C., Mil. Aero.
O'Brien, Joseph F., 1st Lieut., M. R. C.
Pillsbury, Curtis D., 1st Lieut., M. C., U. S. A.
Prichard, Jesse R., 1st Lieut., M. R. C.
Yoho, Chas. E., 1st Lieut., M. C., U. S. A.
Alexander, Park J., 2nd Lieut., C. A. C. N. A.
Allan, Thos. H., 2nd Lieut., A. S. S. R. C.
Bainberger, Chas. A., 2nd Lieut., A. S. S. R. C.
Beindorff, Robt. W., 2nd Lieut., A. S. S. R. C.
Brown, Clarence W., 2nd Lieut., A. S. S. R. C.
Buchman, Henry C., Jr., 2nd Lieut., A. S. S. R. C.
Chapman, Lawrence D., 2nd Lieut., C. A. R. C.
Christenson, Elmer H., 2nd Lieut., C. A. R. C.
Clerc, Jules A., 2nd Lieut., Corps of Interpreters, N. A.
Cooper, Wm. E., 2nd Lieut., C. A. R. C.
Cowan, John, 2nd Lieut., A. S. S. R. C.
Cunningham, George R., 2nd Lieut., C. A. R. C.
Diggs, Edward S., 2nd Lieut., C. A. R. C.
Donnelly, Russell, 2nd Lieut., A. S. S. R. C.
Douglas, Orah C., 2nd Lieut., A. S. S. R. C.
Dow, Harrell, 2nd Lieut., A. S. S. R. C.
Dunlap, Harry V., 2nd Lieut., E. R. C., 47th Eng.
Dunlop, Arthur C., 2nd Lieut., C. A. R. C.
Dyckman, Richard P., 2nd Lieut., C. A. R. C.
Eaton, Irving, 2nd Lieut., A. S. S. R. C.
Eaton, Leland W., 2nd Lieut., A. S. S. R. C.
Estes, Carleton C., 2nd Lieut., C. A. R. C.
Flowers, Monteville D., 2nd Lieut., C. A. R. C.
Frances, George W., 2nd Lieut., E. R. C., 63rd Eng.
Giles, Raymond B., 2nd Lieut., C. A. R. C.

CASUALS (*Continued*)

Goldsmith, Reginald M., 2nd Lieut., A. S. S. R. C.
Gramlich, Alois T., 2nd Lieut., A. S. S. R. C.
Greene, Joseph W., 2nd Lieut., C. A. R. C.
Gronna, Arthur J., 2nd Lieut., C. A. R. C.
Heath, Lawrence S., 2nd Lieut., C. A. R. C.
Hoffman, Wilmer, 2nd Lieut., A. S. S. R. C.
Horner, Sydney H., Q. M. C. N. A.
James, Herbert H., 2nd Lieut., C. A. R. C.
Johnson, Byron T., 2nd Lieut., A. S. S. R. C.
Johnson, Harold M., 2nd Lieut., A. S. S. R. C.
Johnson, S. B., Jr., 2nd Lieut., A. S. S. R. C.
Kemper, James M., 2nd Lieut., A. S. S. R. C.
Keser, Frank L., 2nd Lieut., Q. M. C. N. A.
Kirby, Harley B., 2nd Lieut., A. S. S. R. C.
Kritter, Julius H., 2nd Lieut., C. A. R. C.
Lasher, John H., 2nd Lieut., C. A. N. A.
Laws, Chas. O., 2nd Lieut., C. A. R. C.
Lewis, Robert H., 2nd Lieut., C. A. N. A.
Lynch, John A., 2nd Lieut., A. S. S. R. C.
MacGreggor, Bennett C., 2nd Lieut., C. A. R. C.
McCann, Michael, 2nd Lieut., Q. M. C. N. A.
McClushion, James R., 2nd Lieut., A. S. S. R. C.
McDaniel, David P., 2nd Lieut., A. S. S. R. C.
McFeely, Joseph, 2nd Lieut., A. S. S. R. C.
Madison, Clinton R., 2nd Lieut., A. S. S. R. C.
Mann, Walter L., 2nd Lieut., A. S. S. R. C.
Manson, Joel L., 2nd Lieut., A. S. S. R. C.
Miller, Robert E., 2nd Lieut., A. S. S. R. C.
Nolan, Edward J., 2nd Lieut., A. S. S. R. C.
Nugent, Daniel C., Jr., 2nd Lieut., A. S. S. R. C.
Page, Chas. M., 2nd Lieut., A. S. S. R. C.
Pumpurs, Arthur J., 2nd Lieut., C. A. N. A.
Schroeder, Carl F. A., 2nd Lieut., A. S. S. R. C.
Sexton, Roy L., 2nd Lieut., C. A. N. A.
Taylor, Stanley M., 2nd Lieut., Q. M. C. N. A.
Vandersall, Leonard W., 2nd Lieut., A. S. S. R. C.
Wardrop, James R., 2nd Lieut., C. A. N. A.
Harmon, Chas. M., 1st Lieut., M. R. C., Amb. Co. 25, 5th San Tr.
Newton, James R., 1st Lieut., Bky. Co. 309.
Davidson, Wm. F., 2nd Lieut., Bky. Co. 309.

DIVISION HEADQUARTERS, 36th DIVISION, N. G.

Smith, Wm. R., Major General, Div. Hqrs.
Kuznik, Joseph D., Lieut. Colonel, Div. Hqrs.
Scott, Wm. R., Major.
Upham, John S., Major.
Phillipson, Irving J., Major.
Bolend, Floyd, Major.
Wren, Clark C., Major.
McDowell, James R., Major.

DIVISION HEADQUARTERS, 36th DIVISION, N. G. (*Continued*)

Proctor, James H., Major.
Upshaw, Tazewell R., Captain.
Vaughan, Rufus G., Captain.
Clements, Peyton C., Captain.
Booth, Thomas O., Captain.
Tyler, Wm. H., Captain.
Bryan, Lewis R., Jr., Captain.
Canterbury, Claude, Captain.
Hymes, John E., Captain.
Acker, Walter J. R., 1st Lieut.
Millard, Chas. M., 1st Lieut.
Cabeen, Walter E., 1st Lieut.
Todd, Dana L., 1st Lieut.
Fetter, Lawrence H., 1st Lieut.
Kahn, David E., 1st Lieut.
McMillan, Harold L., 1st Lieut.
Shaw, George H., 1st Lieut., Div. Brt. Hqrs. Mil. M. 49th Can.
Legh, Arthur A., 1st Lieut., Div. Brt. Hqrs. Mil. M. Chesshire Reg.
Campbell, James A., 1st Lieut., Div. Brt. Hqrs. Mil. M. Roy. Sussex Reg.
Harosteguy, Chas., 1st Lieut., Div. Fr. Hqrs. Mil. M.
White, Samuel F., Jr., 2nd Lieut.
Hodson, Frederick W., 2nd Lieut.
Maher, Edward N., 2nd Lieut.
Kelly, Leroy C., 2nd Lieut.
Coppinger, Lucien B., 2nd Lieut.
Judd, Roland D., 2nd Lieut.
Kempski, Felix A., 2nd Lieut.
Isham, Carl W., 2nd Lieut.
Marshall, Raymond L., 2nd Lieut.
Jackson, Fred E., 2nd Lieut., A. F. C.
St. John, Ralph R., 2nd Lieut., A. F. C.
Thompson, Ross V., 2nd Lieut., A. F. C.
Homan, Wm. K., 2nd Lieut., A. F. C.

DIVISION HEADQUARTERS TROOP, 36th DIVISION.

Davis, Wayne B., Captain.
McCampbell, Robert F., 1st Lieut.
Martin, Frank C., 2nd Lieut.
Ross, Wm., 2nd Lieut.

HEADQUARTERS 72nd INFANTRY BRIGADE, 36th DIVISION.

Hulen, John A., Brig. Gen.
Matthews, Dallas J., Major.
Bringhurst, Geo. R., Jr., 1st Lieut.
Litteer, Earl J., 1st Lieut.
Elbert, Clyde M., 1st Lieut.
Kielsmeier, Samuel G., 2nd Lieut., V. R. C.

REGIMENTAL HEADQUARTERS, 144th INFANTRY, 36th DIVISION.

——— ———, Colonel.
Banister, Neill H., Captain.
Paxton, Orson E., Captain.

HEADQUARTERS COMPANY, 144th INFANTRY.

Irwin, Frank L., Captain.
Schultze, Otto C., 1st Lieut.
Staffel, Felix, 2nd Lieut.
Brown, John L., 2nd Lieut.
Laning, Elmer E., 2nd Lieut.

DET. MEDICAL DEPARTMENT, 144th INFANTRY.

Landry, Arthur B., Major.
Skinner, George C., Captain.
Chapman, Wm. E., Captain.

DET. MEDICAL DEPARTMENT, 144th INFANTRY. (*Continued*)

Crutcher, Albert B., Captain.
Halsley, Henry A., 1st Lieut.
Culbertson, Wm. F., 1st Lieut.
Hines, Chas. P., 1st Lieut.
Paige, Wendell H., 1st Lieut.
Nelson, Alex Alfred, 1st Lieut.
Venable, Douglas R., 1st Lieut.
Dunn, James Ira, 1st Lieut.

SUPPLY COMPANY, 144th INFANTRY.

Roper, Roscoe Y., Captain.
Ogburn, Frank L., 1st Lieut.
Joyce, Leslie W., 1st Lieut.
Nash, John F., 2nd Lieut.

MACHINE GUN COMPANY, 144th INFANTRY.

Carmichael, Horace H., Captain.
Shiddell, Edward B., 1st Lieut.
Radey, Harvey M., 2nd Lieut.
Page, Clem A., 2nd Lieut.

BATTALION HEADQUARTERS, 1st BATTALION, 144th INFANTRY.

Hill, Lloyd E., Major.
Boyle, Lewis F., 2nd Lieut.

COMPANY A, 144th INFANTRY.

Henderson, Harry M., Captain.
McGowan, Grover C., 1st Lieut.
Hanchey, Wilmer D., 2nd Lieut.
Shankle, George C., 2nd Lieut.

COMPANY B.

Blackshear, Wm. R., Captain.
Hambrick, Emmett R., 1st Lieut.
Wakefield, Maunsell C., 1st Lieut.

COMPANY C.

Menezes, Harry E., 1st Lieut.
Neyland, Mayo W., 1st Lieut.
Wilson, Chas. S., 2nd Lieut.
Coan, Barlett E., 2nd Lieut.

COMPANY D.

Harrison, Sidney M., Captain.
Kveton, Patrick H., 1st Lieut.
Stubblefield, John W., 1st Lieut.
Levy, Leo Maurice, 2nd Lieut.
Wright, Wm. Ben, 2nd Lieut.
Nolen, Chas. W., 2nd Lieut.

HEADQUARTERS 2nd BATTALION, 144th INFANTRY, 36th DIVISION.

Sproule, Ira F., 1st Lieut.
Snider, Emmitt E., 2nd Lieut.

COMPANY E, 144th INFANTRY.

Furlow, Frederick L., Captain.
Sanders, Marvin D., 1st Lieut.
Hughes, Maurice H., 1st Lieut.
Wahrmund, Henry O., 2nd Lieut.
Vickers, Frank J., 2nd Lieut.

COMPANY F.

Chapman, Leicester C., Captain.
Lucas, Tully B., 1st Lieut.
Sadler, Chester C., 1st Lieut.
Burghard, Herman C., 2nd Lieut.

COMPANY G.

Crowdus, Earl Z., Captain.
Elliott, Wellwood C., 1st Lieut.
Berry, Louis H., 1st Lieut.
Brigham, James S., 2nd Lieut.

COMPANY H.

Brown, Carl C., 1st Lieut.
McGee, Wm. M., 1st Lieut.
Perdue, Nelson, 1st Lieut.
Funkhouser, Albert C., 2nd Lieut.
Carlton, Howard C., 2nd Lieut.

HEADQUARTERS 3rd BATTALION.

Brackenridge, John A., Major.
Cameron, Wm. P., 1st Lieut.
Cermack, Glen S., 2nd Lieut.

COMPANY I.

Sears, Claudius W., Captain.
Kelley, Roy, 1st Lieut.
Runnels, Garland D., 1st Lieut.
Lehane, John F., Jr., 1st Lieut.
Smythe, Ben Lee, 2nd Lieut.
McNeil, Clyde A., 2nd Lieut.

COMPANY K.

Youngblood, Elzy O., Captain.
Hill, George R., 1st Lieut.
Albright, Paul H., 1st Lieut.
Blaha, John J., 1st Lieut.
Betters, Sam V., 2nd Lieut.
Grant, Vincent J., 2nd Lieut.

COMPANY L.

Tyson, John T., Captain.
Bradley, Durwood H., 1st Lieut.
Bowmer, George D., 1st Lieut.
Hutchinson, George A., 2nd Lieut.

COMPANY M.

Biggers, Chester A., Captain.
Davis, Chas. K., 1st Lieut.
Webb, Lyndon F., 1st Lieut.
Whitley, Emory P., 1st Lieut.
Whitlock, James F., 2nd Lieut.

HEADQUARTERS SECTION, 111th SANITARY TROOP, 36th DIVISION.

O'Reilly, John J., Lieut. Colonel.
Helm, Hugh M., Captain.

HEADQUARTERS AMBULANCE SECTION.

Lockwood, Thomas S., Captain.

AMBULANCE COMPANY 141.

Murphy, Paul C., 1st Lieut.
Barnes, Herbert T., 1st Lieut.
Converse, George L., 1st Lieut.
Englerth, Bennie L., 1st Lieut.

FIELD HOSPITAL HEADQUARTERS.

Busby, Wm. E., Captain.
Shelton, Horace H., Captain.

AMBULANCE COMPANY 144.

Graham, Stephen H., Captain.
Horn, Archie S., 1st Lieut.
Baker, Lester W., 1st Lieut.
Currie, Reese F., 1st Lieut.
Newlove, John W., 1st Lieut.

AMBULANCE COMPANY 143.

Reed, Howard L., Captain.
Elvis, Edgar B., 1st Lieut.
George, Abel B., 1st Lieut.
Cooper, James F., 1st Lieut.
Collins, Joseph, 1st Lieut.
Wolford, Robert B., 1st Lieut.

AMBULANCE COMPANY 142.

Bruce, Byron S., Captain.
Howard, Wm. H., Captain.
Movey, George M., 1st Lieut.
Conner, Cicero J., 1st Lieut.

FIELD HOSPITAL 141.

McCamant, Thomas J., Major.
Aleshire, John L., 1st Lieut.
Rose, John T., 1st Lieut.
Standefer, Fred W., 1st Lieut.
Austin, Carleton B., 1st Lieut.

FIELD HOSPITAL 142.

Davis, Bradley B., 1st Lieut.
Dameron, James H., 1st Lieut.
White, Edward, 1st Lieut.
Atchison, Cadwallader, 1st Lieut.

FIELD HOSPITAL 143.

Jones, Everett, Major.
Young, Andrew M., 1st Lieut.
McDonald, Clarence R., 1st Lieut.
Brown, Wm. F., 1st Lieut.
Turner, John W., Major.
Francisco, Howard M., 1st Lieut.

FIELD HOSPITAL 144.

Bedford, Edgar W., Captain.
Colebaugh, Chas. W., Captain.
Carpenter, Jacob O., 1st Lieut.
Drace, Claude W., 1st Lieut.
Brink, Harlan W., Captain.

ADDITIONAL CASUALS.

1 Jayne, Elta H., Lieut. Colonel, I. N. G., 142nd Inf.
2 Taylor, Holman, Lieut. Colonel, I. N. G., 143d Inf.
3 Roberts, Oscar E., Lieut. Colonel, F. A. N. G., 144th Inf. M. R. S.
4 Green, Wm. A., Major, F. A. N. G., 133rd F. A.
5 King, Frank B., Major, E. N. G., 111th Engr.
6 Mutchings, Edwin G., Major, I. N. G., 141st Inf. M. R. S.
7 Wright, Benjamin, Major, I. N. G., 141st Inf.
8 Owsley, Alvin M., Major, I. N. G., 142nd Inf.
9 Goodman, Joe T., Major, I. N. G., 143rd Inf.
10 Mullican, Clark M., Major, I. N. G., 144th Inf.
11 Sanguinet, Eugene, Major, F. A. N. G., 131st F. A.

TRIP VII (*Continued*)

Leech, James H., 2nd Lieut., 7th Amn. Trn.
Levey, Sidney P., 1st Lieut., 79th F. A.
Lill, Harboro I., 1st Lieut., 39th Div. Hqrs.
Lindon, Patrick C., 1st Lieut., Casual E. C.
Livermore, Harris, Captain, Casual C. W. S.
Logan, Walter S., 1st Lieut., Casual C. W. S.
Long, John P., Jr., A. F. C., Casual A. G.
Longino, Hinton F., 1st Lieut., 8th F. A.
McAleer, Chas. T., 1st Lieut., 8th F. A.
McCall, Geo. T., 2nd Lieut., Casual Q. M. C.
McCaw, William W., 1st Lieut., 8th F. A.
McCoy, Dell H., 1st Lieut., Casual F. A.
McCreary, Melvin L., 1st Lieut., 8th F. A.
McDermott, Michael J., Ensign, Casual U. S. N. R. F.
McDonald, Donald, 2nd Lieut., M. Bn.—7th Amn. Trn.
McElgin, Hugh J. B., Lieut. Colonel, 8th F. A.
McKee, Hiram R., Captain, Casual E. C.
McMinn, William E., Captain, 7th Amn. Trn.
McMurtrey, Marvin S., 1st Lieut., 7th Amn. Trn.
McNary, James F., 1st Lieut., Casual Chaplain.
MacDonald, Paul R., 2nd Lieut., 79th F. A.
MacVean, D. Malcolm, A. F. C., Casual Q. M. C.
Major, Arthur L., 1st Lieut., 79th F. A.
Manahan, John, 2nd Lieut., M. O. R. S.—7th Amn. Trn.
Martin, Charles F., Lieut. Colonel, Casual Cavalry.
Martin, Thomas L., Captain, 19th M. G. Bn.
Martz, Joseph A., 1st Lieut., 8th F. A.
Matthews, Joe G., 2nd Lieut, 8th F. A.
Melican, George D., 2nd Lieut., Casual A. S. S. C.
Miller, Fred W., 1st Lieut., 8th F. A.
Miller, Rolla W., Captain, Casual C. W. S.
Miner, Ralph H., 1st Lieut., Casual C. W. S.
Moehnert, Ernest W., 2nd Lieut., 7th Amn. Trn.
Monahan, Owen F., 1st Lieut., M. O. R. S. 7th Amn. Trn.
Monteith, Percy L., 1st Lieut., Casual Inf.
Moody, Malcomb B., 2nd Lieut., 39th Div. Hqrs.
Moreland, Edward L., Captain, Casual E. C.
Morgan, Volney H., 2nd Lieut., San. Corps.
Morris, Charles V., 1st Lieut., M. D. 79th F. A.
Morris, Glen S., 1st Lieut., 7th Amn. Trn.
Morthland, Merle A., 2nd Lieut., Casual A. S. S. C.
Mulkins, Chester B., 1st Lieut., 10th F. Sig. Bn.
Murray, Cornelius J., 1st Lieut., Casual C. W. S.
Murray, Samuel W., 2nd Lieut., Casual C. W. S.
Myres, Magnus J., 1st Lieut., 19th M. G. Bn.
Nagel, Fritz A., Captain, 8th F. A.
Newberry, Claude, 1st Lieut., 7th Amn. Trn.
Norris, William R., 2nd Lieut., Casual F. A.
Noyes, Charles R., 1st Lieut., Casual C. W. S.
Obenchain, Irving R., 2nd Lieut., 79th F. A.
Obring, Ernest A., 2nd Lieut., 7th F. A. B.
O'Day, Andrew E., 1st Lieut., 10th F. Sig. Bn.
Okershauser, R. S., 2nd Lieut., 39th Div. Hqrs.
Osborn, Jefferson B., Captain, 79th F. A.
O'Toole, Pat'k J., 1st Lieut., 8th F. A.
Paine, Charles L., Captain, 7th Amn. Trn.
Palfrey, Captain, 39th Div. Hqrs.
Palmer, Howard H., 2nd Lieut., Casual F. A.
Parish, Wm. L., 2nd Lieut., Casual A. S. S. C.
Park, Clarence C., 1st Lieut., 8th F. A.
Parker, Thomas E., 2nd Lieut., 79th F. A.
Pearce, Davis P., 1st Lieut., Casual C. W. S.
Pearce, Henry G., 1st Lieut., Casual R. T. C.
Pearson, Chas. H., Captain, Casual Ord. Det.
Peck, Jesse M. (Adjt.), 1st Lieut., 7th Amn. Trn.
Persell, Harry, Major, 39th Div. Hqrs.
Peterman, Frank R., 2nd Lieut., 39th Div. Hqrs.
Pettingill, Francis W., 2nd Lieut., Casual C. W. S
Pettitt, Joseph D., Captain, 79th F. A.
Porter, Claude T., 1st Lieut., 8th F. A.
Powell, Carroll A., Captain, 79th F. A.
Prendergast, Edw. J., 1st Lieut., Casual Eng.
Pugh, Wm. B., 1st Lieut., Casual Chaplain.

TRIP VII (*Continued*)

Quintard, A. S., Captain, 8th F. A.
Rahl, Marvin E., 2nd Lieut., 79th F. A.
Railey, Chas. P., 1st Lieut., 39th Div. Hqrs.
Rankin, Harvey W., 1st Lieut., 79th F. A.
Rawcliffe, Fred B., 1st Lieut., 79th F. A.
Reading, Clyde W., 2nd Lieut., Casual A. S. S. C.
Reeder, Clifford H., 1st Lieut., Casual 39th Eng.
Reese, Llewellyn J., 2nd Lieut., Casual A. S. S. C.
Rehin, Harold W., Captain, 7th F. A.
Re Qua, Eugene M., 1st Lieut., 8th F. A.
Reynolds, Kenneth, 2nd Lieut., Casual C. W. C.
Rhett, Walter H., 1st Lieut., 19th M. G. Bn.
Rice, Edw. T., Captain, Casual S. C.
Rice, Sydney J., Asst. Paymaster, Casual U. S. N. R. F.
Richards, John A., 2nd Lieut., Casual A. S. S. C.
Rixey, Eppa., 1st Lieut., Casual C. W. S.
Roberts, Edw. R., 2nd Lieut., 79th F. A.
Robinson, Frank H., 2nd Lieut., 7th Amn. Trn.
Rogers, Nelson J., 2nd Lieut., 79th F. A.
Roquemore, Rich. D., 1st Lieut., 8th F. A.
Roseman, Henry C., Ensign, Casual U. S. N. R. F.
Ruhl, Charles A., 2nd Lieut., 7th Amn. Trn.
Rutledge, Fred. R., 2nd Lieut., 79th F. A.
Sample, John, Major, 39th Div. Hqrs.
Schary, Harry A., 2nd Lieut., Casual A. S. S. C.
Scheffler, Ed. C., 1st Lieut., 8th F. A.
Schroeder, Henry J., Captain, 8th F. A.
Scroggo, Fred E., Captain, 7th Amn. Trn.
Serum, Mark M., 1st Lieut., 8th F. A.
Seward, William B., 1st Lieut., 7th Amn. Trn.
Shauffler, Wm. G., Lieut. Colonel, 39th Div. Hqrs.
Shaw, Harold D., 2nd Lieut., 10th F. Sig. Bn.
Shaw, Jos. T., Captain, Casual C. W. S.
Sheen, H. H., Colonel, 39th Div. Hqrs.
Shepley, John R., Captain, 8th F. A.
Sibert, Eugene, 1st Lieut., C. W. S.
Siewers, Karl L., 2nd Lieut., Casual A. S. S. C.
Silvernail, Fred J., Ensign, Casual (F. C.) U. S. Navy.
Simmons, Howard, 2nd Lieut., 79th F. A.
Simpson, Fred F., Captain, 7th Amn. Trn.
Singerman, Harry, 2nd Lieut., 7th Amn. Trn.
Sirmyer, Edgar A., Colonel, 79th F. A.
Sites, Frank B., 1st Lieut., 7th Amn. Trn.
Sholnick, John J., 1st Lieut., 79th F. A.
Smiley, Wm. C., Major, Casual
Smith, Bruce D., Captain, Casual C. W. S.
Smolev, Samuel D., 1st Lieut., 8th F. A.
Soukup, Raymond J., 2nd Lieut., Casual F. A.
St. Aubin, Ade, Captain, 39th Div. Hqrs.
Steele, Richard W., 2nd Lieut., Casual A. S. S. C.
Stevens, W. R. B., 1st Lieut., 7th Amn. Trn.
Stewart, Samuel G., 1st Lieut., 79th F. A.
Stryker, John E., 2nd Lieut., 8th F. A.
Susman, Sievers W., 1st Lieut., 8th F. A.
Sullivan, John L., 1st Lieut., Casual Ord. D.
Suver, Elmer W., 2nd Lieut., Casual A. S. S. C.
Tate, Albert, 1st Lieut., 8th F. A.
Teter, Alfred R., 1st Lieut., 7th Amn. Trn.
Thomas, Ralph C., 1st Lieut., 7th F. A. Brig.
Thompson, Jos., Major, 39th Div. Hqrs.
Thompson, Wade W., Major, 39th Div. Hqrs.
Thorn, Harry C., 1st Lieut., 79th F. A.
Thorne, Howard S., Captain, 7th Amn. Trn.
Thrall, Loren R., 2nd Lieut., Casual A. S. S. C.
Thuss, Andrew J., 1st Lieut., 19th M. G. Bn.
Todd, Robt. L., 1st Lieut., 7th Amn. Trn.
Todd, Guerin, 2nd Lieut., Casual A. S. A.
Trabue, Geo. O'B., 1st Lieut., 39th Div. Hqrs.
Tryon, Philip D., 1st Lieut., 8th F. A.
Vann, Bryant K., 2nd Lieut., 79th F. A.
Vernon, William E., 1st Lieut., 19th M. G. Bn.
Von Maur, Rich'd B., 1st Lieut., 8th F. A.
Von Zelinski, W. F., Major, 8th F. A.

TRIP VII (*Continued*)

Voorhies, 1st Lieut., 39th Div. Hqrs.
Wallace, Blaine B., 1st Lieut., 79th F. A.
Walsh, Hylton S., 2nd Lieut., 7th Amn. Trn.
Waltham, Ralph O., 2nd Lieut., Casual A. S. S. C.
Watson, Henry C., 1st Lieut., 79th F. A.
Watson, James T., 1st Lieut., 79th F. A.
Watters, Jos. H., 1st Lieut., Casual Eng.
Wells, Wallace N., 2nd Lieut., 79th F. A.
Weisman, Louis G., 1st Lieut., 79th F. A.
Webber, Matthew E., 2nd Lieut., Casual C. W. L.
Whitney, Arthur C., 1st Lieut. (Chaplain), Casual
Wilcox, Edgar A., Captain, Casual C. W. S.
Williams, James L., Captain, 10th F. Sig. Bn.

TRIP VII (*Continued*)

Williamson, Major, 39th Div. Hqrs.
Wilson, Edgar, Captain, Casual E. C.
Winston, Owen, 1st Lieut., Casual C. W. S.
Wipprecht, Reed, 1st Lieut., 79th F. A.
Witherington, John C., 1st Lieut., 7th Amn. Trn.
Withington, Lothrop, 1st Lieut., Casual C. W. S.
Wood, James R., 1st Lieut., 79th F. A.
Wooton, Chancellor F., 1st Lieut., 7th Amn. Trn.
Wyatt, Fred W., 1st Lieut., 79th F. A.
Wysong, Forrest E., Lieut. (J. G.), Casual U. S. N. R. F.
Zaegel, Robert L., 1st Lieut., 8th F. A.
Yerkes, Damon G., 2nd Lieut., 79th F. A.
Young, Clare F., 1st Lieut., 8th F. A.

TRIP VIII—Sailed September 30, 1918

Abels, Walter J., 2nd Lieut., Casual A. S. T. C.
Alderfer, Ruth, Oc. Ther., Rec. Aide.
Anderson, Leonora, Phys. Ther., Rec. Aide.
Anderson, L. A., 2nd Lieut., Casual Co's. Eng.
Anderson, Bessie, Res. Nurse, B. H. 63.
Andrews, Mary I., Res. Nurse, B. H. 63.
Anderson, Della, Army Nurse, B. H. 63.
Appleby, Sara Storm, Phys. Ther., Rec. Aide.
Arme, Clara, Res. Nurse, B. H. 63.
Atwood, Raymond, 2nd Lieut., Casual Q. M. C.
Baird, Frank B., 2nd Lieut., Casual Q. M. C.
Baird, Henry S., Captain, Casual Eng.
Barker, Mabel, Res. Nurse, B. H. 63.
Barnes, Carl L., Captain, 605th Eng.
Barnes, Ernest W., Captain (Chaplain), 605th Eng.
Bateman, Arthur E., 1st Lieut., Casual Q. M. C.
Barnett, Effie, Army Nurse, B. H. 63.
Bartlett, Stella, Army Nurse, B. H. 63.
Bean, Ross S., 2nd Lieut., Casual O. D.
Bedford, Alfred C., Captain, Casual Q. M. C.
Beer, Salome C., Phys. Ther., Rec. Aide.
Bell, James F., Lieut. (M. C.), Casual U. S. N.
Bannett, Kathryn, Army Nurse, B. H. 63.
Benton, Geo. R., 1st Lieut., 346th Labor Bn.
Bergquist, Alma E., Phys. Ther., Rec. Aide.
Blackburn, Paul M., 1st Lieut., Evac. Hosp. 20.
Blanchard, Geo. K., 2nd Lieut., Casual A. S. S. C.
Bloom, Marion L., Phys. Ther., Rec. Aide.
Boggs, John M., Captain, Casual O. D.
Boggs, Lillian, Res. Nurse, B. H. 63.
Bonney, Albert W., A. F. C., Casual A. G. O.
Bonnstetter, Antoinette, Res. Nurse, B. H. 63.
Booth, Alma Downing, Phys. Ther., Rec. Aide.
Bowling, Temple, 1st Lieut., Casual Q. M. C.
Bramble, Grace, Res. Nurse, B. H. 63.
Brennan, Frances, Res. Nurse, B. H. 63.
Brogan, Gertrude, Res. Nurse, B. H. 63 (A. E. F.).
Brown, John H., Captain, Casual E. C.
Brown, Roy L., 2nd Lieut., Casual O. D.
Brunt, Henrietta, Res. Nurse, B. H. 63.
Buckmaster, Helen, Occupa. Ther., Rec. Aide.
Buell, Thos. R., Captain, 605th Eng.
Bushong, Clinton A., 2nd Lieut., 2nd Casual Co. Eng.
Burdick, Lorence B., 2nd Lieut., Casual A. S. S. C.
Byers, Paul H., 2nd Lieut., 346th Labor Bn.
Cafiero, Jos. S., 2nd Lieut., 346th Labor Bn.
Campbell, Alex., 2nd Lieut., Casual A. S. S. C.
Carpenter, Frederick B., 2nd Lieut., Casual Q. M. C.
Carter, Chas. C., 2nd Lieut., Casual Q. M. C.
Carter, Edward J., Captain, Casual Q. M. C.
Carter, Harry W., 2nd Lieut., Casual A. S. S. C.
Carter, Manson H., 2nd Lieut., Casual Q. M. C.
Carter, Paul W., Ensign, Casual U. S. N. R. F.
Cassidy, Robt. V., Ensign, Casual U. S. N. R. F.
Cedergren, Lovilla, Army Nurse, B. H. 63.

TRIP VIII (*Continued*)

Cerf, Rebecca, Phys. Ther., Rec. Aide.
Chaddock, Homer L., 2nd Lieut., Casual A. S. S. C.
Chambers, Howard, 2nd Lieut., Casual Q. M. C.
Chauten, Alfred, 2nd Lieut., Casual C. W. C.
Clery, William G., A. F. C., Casual A. G. O.
Close, Nellie V., Chief Nurse, B. H. 63.
Cobb, Marion L., Phys. Ther., Rec. Aide.
Cohen, Henry, A. F. C., Casual.
Condit, Chas. L., 2nd Lieut., Casual O. D.
Coney, Rosamund, Occ. Ther., Rec. Aide.
Conlon, Frank L., 2nd Lieut., Casual O. D.
Cooke, Maude E., Phys. Ther. Rec. Aide.
Coffle, Grant Milton, 2nd Lieut., Casual O. D.
Courtney, Margt., Army Nurse, B. H. 63.
Courter, Charlotte Grace, Phys. Ther., Rec. Aide.
Cox, Wm. J., 2nd Lieut., 605th Eng.
Cross, Robt. E., 2nd Lieut., Casual Eng.
Cushing, Elizabeth, Res. Nurse, B. H. 63.
Cusick, Walter, 1st Lieut., Casual O. D.
Dale, Francis C., Captain, Casual Q. M. C.
Davis, Chester P., 1st Lieut., Casual Q. M. C.
Dawes, Fred B., Captain, Eng.
Decker, Lloyd G., A. F. C., Casual
Delehanty, Frances, Occ. Ther., Rec. Aide.
Denit, Leo A., A. F. C., Casual.
Dempsey, Frank G., A. F. C., Casual.
Dobson, Mary, Res. Nurse, B. H. 63.
Doherty, Margaret, Res. Nurse, B. H. 63.
Donaghue, Harold R., 2nd Lieut., Casual A. S. S. C.
Dolan, Lawrence J., A. F. C., Casual.
Donnelly, Richard V., 1st Lieut., Casual San. Corps.
Donnelly, Theresa, Res. Nurse, B. H. 63.
Doyle, Wm. G., Captain, Casual E. C.
Dresselhouse, George R., A. F. C., Casual.
Duggan, Hannah, Res. Nurse, B. H. 63.
Eagar, Robt. J., 1st Lieut., Casual Q. M. C.
Elliott, James W., Captain, 605th Eng.
Emery, Harriett, Res. Nurse, B. H. 63 (A. E. F.).
Erickson, Ida, Res. Nurse, B. H. 63.
Eruian, Bertha, Res. Nurse, B. H. 63.
Eskridge, Alfred M., A. F. C., Casual.
Evans, Lucile, Res. Nurse, B. H. 63.
Fannin, Kathryn, Res. Nurse, B. H. 63.
Fine, Jacob, A. F. C., Casual.
Fisher, R. P., 2nd Lieut., 605th Eng.
Flinn, Beatrice, Army Nurse, B. H. 63.
Frank, Paul J., 2nd Lieut., Casual Q. M. C.
Franklin, Ruth, Res. Nurse, B. H. 63.
Fredstroe, Ruth, Army Nurse, B. H. 63.
French, Geo. D., 1st Lieut., Casual O. D.
Fyfe, Chas. W., Captain, 346th Labor Bn.
Gaisford, Jesse, Army Nurse, B. H. 63.
Garrigues, Louis L., Major, Casual Inf.

TRIP VIII (*Continued*)

Gates, Frances, Army Nurse, B. H. 63.
Geary, Leo., A. F. C., Casual.
Geddes, Grant H., 2nd Lieut., 605th Eng.
Gerhardt, Louis G., 2nd Lieut., Casual Eng.
Gerloff, Arthur F., Gunner, Casual U. S. N.
Gordon, Eva, Res. Nurse, B. H. 63.
Grant, George D., Major, Casual O. D.
Greene, Carl H., 1st Lieut., Casual C. W. S.
Griffin, Myrtle, Army Nurse, B. H. 63.
Grimes, Jasper, Captain, Evac. Amb. Co. 17.
Gronie, Ruth, Res. Nurse, B. H. 63.
Guffanti, Alex J., 2nd Lieut., Casual A. S. S. C.
Guyer, Edward R., 1st Lieut., Casual O. D.
Hall, Luther D., 2nd Lieut., 605th Eng.
Hall, Stella, Res. Nurse, B. H. 63.
Halpin, John H., 2nd Lieut., Casual A. S. S. C.
Hancock, John M., 2nd Lieut., Casual A. S. S. C.
Harrington, James J., A. F. C., Casual A. G. O.
Harris, Omie, Res. Nurse, B. H. 63.
Hartfield, Mattie, Res. Nurse, B. H. 63.
Harty, John J., Jr., Captain, Casual O. D.
Hawthorne, Mary, Res. Nurse, B. H. 63.
Headley, Mervin, 2nd Lieut., Casual A. S. S. C.
Healey, Margt. M., Res. Nurse, B. H. 63.
Hefferman, Ralph J., 1st Lieut., Casual Q. M. C.
Heinz, Andrew N., 2nd Lieut., Casual Q. M. C.
Helff, John J., 2nd Lieut., Casual Q. M. C.
Helweg, Lawrence W., 2nd Lieut., Casual A. S. S. C.
Hennessey, Mary, Army Nurse, B. H. 63.
Herron, Frederick, 1st Lieut., 246th Labor Bn.
Hilgard, Julius E., 2nd Lieut., Casual Q. M. C.
Hinman, David E., 2nd Lieut., Casual A. S. S. C.
Hinton, Ruth, Res. Nurse, B. H. 63.
Hoffman, Clara, Army Nurse, B. H. 63.
Hoffman, John N., 2nd Lieut., Casual O. D.
Hofman, Albert O., 1st Lieut., Evac. Amb. Co. 19.
Holmes, Hazel, Res. Nurse, B. H. 63.
Holt, Andrew H., Captain, 605th Eng.
Houlihan, Daniel J., 2nd Lieut., Casual A. S. S. C
Hudson, Wm. D., 1st Lieut., Casual Q. M. C.
Hughes, Dan E., 2nd Lieut., Casual Q. M. C.
Hunter, L. R., 2nd Lieut., Casual Cos. Eng.
Hyslop, Wilbur R., 1st Lieut., 346th Labor Bn.
Hooker, H. D.,
Ingraham, Edgar B., 2nd Lieut., Casual O. D.
Irle, Dorothy, Res. Nurse, B. H. 63.
Jackson, Willard A., 1st Lieut., Casual O. D.
Jacobson, Ruth, Army Nurse, B. H. 63.
Jadwin, Oneita, Dietitian M. D., B. H. 63.
Jensen, Karl, 2nd Lieut., Casual F. A.
Johns, Corwin H., 1st Lieut., Casual Q. M. C.
Johnson, Peter O. E., Captain, Casual O. D.
Jones, Emery H., 1st Lieut., Casual Q. M. C.
Kaufman, Henry, A. F. C., Casual.
Keegan, John J., 1st Lieut., 605th Eng.
Keenan, Edward, 2nd Lieut., Casual Q. M. C.
Kelly, Mary, Res. Nurse, B. H. 63.
Kelly, Robert C., A. F. C., Casual A. G. O.
Kenly, Edward L., A. F. C., Casual A. G. O.
Kenny, Marie, Army Nurse, B. H. 63.
Kiely, Edward J., 1st Lieut., 605th Eng.
Kingsley, John M., 2nd Lieut., Casual Q. M. C.
King, Max, A. F. C., Casual A. G. O.
Korner, John M., A. F. C., Casual A. G. O.
Kowaless, John R., 2nd Lieut., Casual Eng.
Kraft, Milton, J., 2nd Lieut., Casual A. S. S. C.
Lakes, Arthur, Jr., Major, Casual A. G. D.
Lambert, Margt., Res. Nurse, B. H. 63.
Lawrence, Josephine, Res. Nurse, B. H. 63.
Le Gro, Emma, Res. Nurse, B. H. 63.
Lewellen, Axel A., 2nd Lieut., Casual O. D.
Lichtenstein, Edward, A. F. C., Casual A. G. O.
Light, Antoinette, Res. Nurse, B. H. 63.

TRIP VIII (*Continued*)

Litchtfield, Virginia, Occ. Ther. Rec. Aide.
Lloyd, Wm. K., 2nd Lieut., 605th Eng.
Lockwood, Kilbert L., 2nd Lieut., Casual Q. M. C.
Lowry, Annie, Res. Nurse, B. H. 63.
Lyman, Elihu R., Major, Casual O. D.
Lynch, Frank C., Captain, Casual O. D.
McCann, Ralph L., A. F. C., Casual A. G. O.
MacGillivray, Mary, Army Nurse, B. H. 63.
McGowan, Claudius, 1st Lieut., Casual M. C.
McIntyre, Regina, Res. Nurse, B. H. 63.
McNeely, John H., Captain, Casual Inf.
MacDermott, Elizabeth, Res. Nurse, B. H. 63.
MacDonald, Mary, Res. Nurse, B. H. 63.
MacDonough, James A., 1st Lieut., Casual Q. M. C.
MacGregory, S. A., 2nd Lieut., Casual Co's Eng.
Mahoney, Wilburt J., 2nd Lieut., Casual Q. M. C.
Malin, Mary, Res. Nurse, B. H. 63.
Matthews, Gilbert C., 2nd Lieut., Casual Co's Eng.
Maurer, Blance, Res. Nurse, B. H. 63.
Melching, Hilda, Res. Nurse, B. H. 63.
Mendoza, David, Ensign, Casual U. S. N. R. F.
Michaels, Albert M., A. F. C., Casual A. G. O.
Miller, John V., 2nd Lieut., 346th Labor Bn.
Mills, Adalbert P., Captain, 605th Eng.
Mills, Robt., Jr., 2nd Lieut., 346th Labor Bn.
Mitchell, Edward P., A. F. C., Casual A. G. O.
Moody, James T., Major, Casual O. D.
Moon, Archibald H., 2nd Lieut., Casual Q. M. C.
Moore, Kenneth M., Captain, 605th Eng.
Morris, Arline, Res. Nurse, B. H. 63
Mosher, Perry W., A. F. C., Casual.
Mortensen, Crawford J., 1st Lieut., Casual Q. M. C.
Munder, Charles R., 2nd Lieut., Casual Q. M. C.
Murphy, Leo E., A. F. C., Casual.
Mason, Ruby, Res. Nurse, B. H. 63.
Nation, Dorothy, Res. Nurse, B. H. 63.
Neal, John H., Jr., 2nd Lieut., Casual Q. M. C.
Nelson, Phillippa, Res. Nurse, B. H. 63.
Nestor, James B., 2nd Lieut., 346th Labor Bn.
Newton, Grace, Res. Nurse, B. H. 63.
Noonan, George C., 2nd Lieut., Casual A. S. S. C.
North, Robt. G., Captain, 605th Eng.
Ochsenhirt, Norman C., 1st Lieut., Casual M. C.
O'Grady, Mary, Res. Nurse, B. H. 63.
Olsen, Clara, Res. Nurse, B. H. 63.
Owings, Noble L., 2nd Lieut., Casual Eng.
Packard, Judson E., 1st Lieut., 605th Eng.
Parks, Ralph C., 2nd Lieut., Casual A. S. S. C.
Parten, Mallie, Res. Nurse, B. H. 63.
Patrick, Hugh W., 2nd Lieut.. 605th Eng.
Patterson, Lloyd B., A. F. C., Casual.
Pawley, George P., 2nd Lieut., Casual A. S. S. C.
Pendleton, Archibald F., 2nd Lieut., Casual A. S. S. C.
Penny, Howard P., 2nd Lieut., Casual Q. M. C.
Pepper, Margt., Res. Nurse, B. H. 63.
Peters, Alex. O., 1st Lieut., 605th Eng.
Peters, John R., 2nd Lieut., 346th Labor Bn.
Plummer, Hilda, Res. Nurse, B. H. 63.
Polonius, Wm. R., 2nd Lieut., 346th Labor Bn.
Potter, James H., 2nd Lieut., Casual A. S. S. C.
Prendergast, John F., 2nd Lieut., Casual Eng.
Protez, Chas. H., 1st Lieut., Casual Q. M. C.
Preston, Wilbur D., A. F. C., Casual.
Putnam, Albert W., Major, Casual Cav.
Quentin, Frank R., 2nd Lieut., Casual Q. M. C.
Raber, Daniel D., Captain, 346th Labor Bn. M. C.
Rackliffe, Cora, Res. Nurse, B. H. 63.
Racessin, Chas., 1st Lieut., Casual Q. M. C.
Ramsey, Norman F., Lieut. Colonel, Casual O. D.
Rasmers, Franz E., 1st Lieut., 605th Eng.
Rasmussen, Agnes, Res. Nurse, B. H. 63.
Rast, Louise, Army Nurse, B. H. 63.
Rawn, A. M., 1st Lieut., 605th Eng.

TPIP VIII (*Continued*)

Ray, Chas. H., 1st Lieut., 605th Eng.
Reiter, Jos. E., Gunner, Casual U. S. N.
Remont, Ralph, 1st Lieut., 346th Labor Bn.
Renner, Lillian, Res. Nurse, B. H. 63.
Reynolds, Geo., 2nd Lieut., Casual Eng.
Richmond, Carl O., 1st Lieut., 605th Eng.
Roach, Esther, Res. Nurse, B. H. 63.
Robbins, Chester F., 2nd Lieut., 605th Eng.
Robertson, Neil V , 1st Lieut., Casual Q. M. C.
Robinson, Mary, Res. Nurse, B. H. 63.
Rodgers, Cyril W., 1st Lieut., 346th Labor Bn. M. C.
Ross, Ethel, Res. Nurse, B. H. 63.
Rosson, Horace G., 2nd Lieut., Casual A. S. S. C.
Rothrock, Mary, Res. Nurse, B. H. 63.
Rubenstein, Moses, A. F. C., Casual.
Rudolph, Edward P., Major, Casual Q. M. C.
Ruth, B. A., 2nd Lieut., Casual Eng.
Rutlege, Henry B., Ensign, Casual U. S. N. R. F.
Ryan, Mary, Res. Nurse, B. H. 63.
Ryder, Gladys E., Res. Nurse, B. H. 63, A. E. F.
Sandager, Pauline, Res. Nurse, B. H. 63.
Sanders, Croft. K., 1st Lieut., Casual Q. M. C.
Sanford, Henry B., 1st Lieut., Casual Q. M. C.
Schreiber, Armin L., 2nd Lieut., Casual Eng.
Scothorne, Florence, Res. Nurse, B. H. 63.
Scully, Jos. Bampton, 1st Lieut., Casual Q. M. C.
Searles, Hugh W., 1st Lieut., Casual Q. M. C.
Shaffer, Sydney, 2nd Lieut., 605th Eng.
Shapard, Joshua H., 2nd Lieut., Casual Q. M. C.
Sharf, Elwood A., Lieut. (M. C.), Casual U. S. N.
Sharff, Clarence J., 2nd Lieut., 1st Casual Co. Eng.
Shipley, Mabel, Res. Nurse, B. H. 63.
Simmons, John P., A. F. C., Casual A. G. O.
Simpson, John M., 2nd Lieut., Casual A. S. S. C.
Skladany, Julia, Res. Nurse, B. H. 63.
Slorah, Anne, Army Nurse, B. H. 63.
Smith, Arthur H., 2nd Lieut., Casual C. W. S.
Smith, Clarence S., A. F. C., Casual A. G. O.
Smith, Elizabeth, Res. Nurse, B. H. 63.
Smith, George Wm., 2nd Lieut., Casual Q. M. C.
Smith, Henry J., 2nd Lieut., Casual A. S. S. C.
Smith, Langford W., 1st Lieut., Casual Q. M. C.
Smith, Rowland M., 2nd Lieut., Casual A. S. S. C.
Smith, Sarah, Res. Nurse, B. H. 63.
Soule, Arthur T., Captain, Casual O. D.
Speller, Frances, Army Nurse, B. H. 63.
Staples, Mary, Res. Nurse, B. H. 63.
Stephens, Avery N., 1st Lieut., Casual Eng.
Stephens, Louis L., Captain, Casual Inf.

TRIP VIII (*Continued*)

Stone, Edith, Res. Nurse, B. H. 63.
Storms, Eugenia, Res. Nurse, B. H. 63.
Stoune, Wm. R., 2nd Lieut., Casual Eng.
Streeks, Benj. H., 1st Lieut., 346th Labor Bn.
Steinkamp, Karl W., 2nd Lieut., Casual Eng.
Sullivan, Alfred J., 2nd Lieut., Casual A. S. S. C.
Swanson, Selma, Res. Nurse, B. H. 63.
Swingley, H. L., 1st Lieut., 605th Eng.
Symonds, Geo. R. B., Captain, 605th Eng.
Thomas, Wm. H., 1st Lieut., Casual Q. M. C.
Thompson, Hannah, Occ. Ther., Rec. Aide.
Thompson, Martin L., 1st Lieut., 346th Labor Bn.
Thompson, William W., 2nd Lieut., Casual A. S. S. C.
Tidd, Luzerns W., 2nd Lieut., Casual F. A.
Timmerman, Lyman S., 2nd Lieut., Casual A. S. S. C.
Tinsley, Robert B., Captain, 605th Eng.
Tolander, Laura, Res. Nurse, B. H. 63.
Tracy, Bernard J., A. F. C., Casual.
Trowbridge, Augustus, Major, Casual Eng.
Tuttle, Clifford B., 2nd Lieut., Casual Q. M. C.
Underhill, Frank P., Lieut. Colonel, Casual C. W. S.
Vail, Ella, Res. Nurse, B. H. 63.
Vinton, Benjamin, 2nd Lieut., Casual A. S. S. C.
Vleck, Julia, Army Nurse, B. H. 63.
Warren, Elizabeth, Res. Nurse, B. H. 63.
Wason, Thos. F., 2nd Lieut., Casual Eng.
Watt, Nellie, Oss. Ther., Rec. Aide.
Watts, Rosetta, Res. Nurse, B. H. 63.
Weimer, Raymond S., 2nd Lieut., Casual Eng.
Weir, Jesse, 2nd Lieut., 605th Eng.
Wensinder, Frank J., Major, Casual O. D.
Weu, Catherine, Res. Nurse, B. H. 63.
Welihan, John F., Jr., 2nd Lieut., Casual A. S. S. C.
Whyte, Geo. P., Jr., 1st Lieut., Casual Q. M. C.
Wilder, Lois, Occ. Ther., Rec. Aide.
Willems, Rose M., Res. Nurse, B. H. 63.
Williams, Rober, 1st Lieut., Casual Q. M. C.
Williams, T. S., 2nd Lieut., Casual Eng.
Williamson, Laura, Res. Nurse, B. H. 63.
Willman, Walter K., 2nd Lieut., Casual Eng.
Wilson, Edbert C., Captain, Casual Eng.
Wilson, Susan, Occ. Ther., Rec. Aide.
Wiquist, Cecile, Res. Nurse, B. H. 63.
Wood, Don. D., Captain, 346th Labor Bn.
Young, Geo. E., 2nd Lieut., Casual A. S. S. C.
Young, Lena, Res. Nurse, B. H. 63.
Yost, Frederick P., Gunner, Casual U. S. N.
Zabriskie, Charles, 2nd Lieut., Casual A. S. S. C.

TRIP IX—Sailed October 31, 1918

Anderson, Warren B., Captain, Casual M. C.
Bennett, Roland J., 1st Lieut., Casual M. C.
Berg, Moritze E., 2nd Lieut., Casual Ord.
Berkstresser, H. C., Carpenter, Casual U. S. N.
Binkley, John F., 1st Lieut., Casual M. C.
Black, Robert H., 1st Lieut., Casual Q. M. C.
Blanchard, Alexander, 1st Lieut., Casual M. C.
Blosse, Nelson N., 2nd Lieut., Casual San. Corps.
Bradley, John J., Brig. General, 16th Brig. Hqrs. 8th Div.
Brownrigg, W. G., 2nd Lieut., 7th Trench Mt. Bn.
Budenbender, F. C., 2nd Lieut., Casual Q. M. C.
Chace, John D., 1st Lieut., Inf. 16th Brig. Hqrs., 8th Div.
Chapman, Wm. A., Major, Casual M. C.
Chandler, Asa C., 2nd Lieut., Casual San. Corps.
Chambers, Wm. H., 2nd Lieut., Casual San. Corps.
Cherbonneau, Arthur, 1st Lieut., Casual M. C.
Colcher, Abraham E., 1st Lieut., Casual M. C.
Conover, John R., 1st Lieut., Casual M. C.
Craham, Henry L., Captain, Casual M. C.

TRIP IX (*Continued*)

Crall, H. D., 2nd Lieut., Casual San. Corps.
Corson, Benjamin J., 2nd Lieut., Casual San. Corps.
Crowe, Charles J., 2nd Lieut., Casual Ord.
Curtis, Paul W., Ensign, Casual U. S. N. R. F.
Dapp, Gustave A., 1st Lieut., Casual M. C.
Davis, Harold E., 2nd Lieut., Casual San. Corps.
Denny, C. S., 1st Lieut., 7th Trench Mt. Bn.
Diamond, John P., 2nd Lieut., 7th Trench Mt. Bn.
Dilworth, Jos., 2nd Lieut., Casual A. S. S. C.
Duffin, Samuel H., 1st Lieut., Service Park Unit 448.
Duval, Ward E., Major, 7th Trench Mt. Bn.
Dwinell, Charles H., 1st Lieut., Casual San. Corps.
Eastman, A. G., 2nd Lieut., Casual Ord.
Eccles, Edward, Major, Casual O. D.
Edgecomb, John H., 1st Lieut., Casual M. C.
Egge, Walter A., 2nd Lieut., Casual San. Corps.
Fairbanks, Arthur W., Captain, Casual M. C.

TRIP IX (*Continued*)

Fifield, E. G., 1st Lieut., Inf. 16th Brig. Hqrs., 8th Div.
Fischer, Melville B., 1st Lieut., Casual M. C.
Foretich, F. J. A., Carpenter, Casual U. S. N.
Gantert, Robert McC., 2nd Lieut., 7th Trench Mt. Bn.
Gaston, Cecil D., 1st Lieut., Casual M. C.
Graghty, Frank D., 1st Lieut., Casual Ord.
Germann, Albert C., 1st Lieut., Casual M. C.
Grayshan, Wm. A., Carpenter, Casual U. S. N.
Halbert, Victor B., 1st Lieut., Casual M. C.
Hopkins, Edward K., Captain, Casual M. C.
Horn, A. F. E., Captain, 7th Trench Mt. Bn.
Howard, Julian, 1st Lieut., V. C., 16th Brig. Hqrs., 8th Div.
Hunt, R. F., Captain, V. C., 16th Brig. Hqrs., 8th Div.
Henry, John F., Carpenter, Casual U. S. N.
Ill, Edmund W., 1st Lieut., Casual M. C.
Jane, Wm. T., 1st Lieut., Casual San. Corps.
Jeffords, T. E., 1st Lieut., 7th Trench Mt. Bn.
Joel, Ira D., 2nd Lieut., Casual San. Corps.
Jones, Nathaniel M., Major, Casual M. C.
Kay, Harry M., Captain, Casual M. C.
Kearney, C. J., 2nd Lieut., 7th Trench Mt. Bn.
Kerrigan, Arthur L., 2nd Lieut., 16th Brig. Hqrs., 8th Div.
Kindley, Geo. C., 1st Lieut., Casual M. C.
Kirchdorfer, W. F., 2nd Lieut., Casual A. S. S. C.
Koffard, E. L., 1st Lieut., 7th Trench Mt. Bn.
Lathringer, David, Captain, 7th Trench Mt. Bn.
Lathrop, Carl O., 2nd Lieut., Casual San. Corps.
Lawrence, Watson, Lieut. Colonel, Casual M. C.
Leftwitch, G. J., 2nd Lieut., Casual Ord.
Lininger, Carl B., 1st Lieut., Casual M. C.
Love, John M., Captain, Casual M. C.
McConnell, H. S., 2nd Lieut., Casual San. Corps.
McDermott, T. S., Chaplain, 7th Trench Mt. Bn.
McHugh, Frank M., Captain, Casual M. C.
Mackey, W. L., 2nd Lieut., 7th Trench Mt. Bn.
Matthews, Meredith, 2nd Lieut., Casual Ord.
Mayo, Edgar, 2nd Lieut., Casual San. Corps.
Merrill, Hugh A., 2nd Lieut., 16th Brig. Hqrs., 8th Div.
Mills, V. V., 2nd Lieut., 7th Trench Mt. Bn.
Milward, H. L., 2nd Lieut., 7th Trench Mt. Bn.
Mitchell, Norman T., 1st Lieut., Casual M. T. C.
Moore, John H., 2nd Lieut., Casual San. Corps.
Muelhause, August, Captain, 7th Trench Mt. Bn.
Olweiler, F. L., 2nd Lieut., Casual San. Corps.
O'Neill, James M., 1st Lieut., Casual M. C.
Pond, Geo. A., 2nd Lieut., Casual Q. M. C.
Quinlan, John H., 2nd Lieut., Casual A. S. S. C.
Reed, Marvin W., Captain, Casual M. C.
Rowe, Samuel D., 2nd Lieut., Casual A. S. S. C.
Sanborn, Henry R., Major., 16th Brig. Hqrs., 8th Div.
Schickler, A. C., 1st Lieut., 7th Trench Mt. Bn.
Scholl, Henry, 2nd Lieut., 7th Trench Mt. Bn.
Schultz, Abraham, 1st Lieut., Casual M. C.
Schupp, Arthur A., 2nd Lieut., Casual A. S. A. P.
Seaberg, Grove E., 2nd Lieut., Casual Ord.
Sharpe, A. M., 1st Lieut., Casual M. C.
Shelly, Isaac H., Captain, Casual M. C.
Shurtloff, Fred C., Captain, Casual M. C.
Siske, J. B. C., 1st Lieut., 7th Trench Mt. Bn.
Sparkes, David H., 1st Lieut., Casual M. C.
Standish, Edward K., Captain, Casual O. D.
Stephens, J. C., 1st Lieut., 7th Trench Mt. Bn.
St. Pierre, H. E., 2nd Lieut., Casual San. Corps.
Tenopyer, Joseph, Captain, Casual M. C.

TRIP IX (*Continued*)

Thomas, Horace E., 1st Lieut., Casual M. C.
Thompson, John Roy, Captain, Casual Eng.
Thompson, Wm. R., Captain, Casual M. C.
Tisinger, Thomas, Captain, 7th Trench Mt. Bn.
Tripp, Isaac, Jr., 2nd Lieut., Casual A. S. S. C.
Veblen, Oswald, Major, Casual O. D.
Vogt, Ed. C., 2nd Lieut., Casual A. S. S. C.
Wallace, Carl E., 2nd Lieut., Casual San. Corps.
Whitman, John B., 2nd Lieut., Casual A. S. S. C.
Wright, Thew, Major, Casual M. C.
Wonder, Paul, 2nd Lieut., 7th Trench Mt. Bn.
Yost, Guy, Captain, Casual M. C.
Young, James C., 2nd Lieut., Casual Q. M. C.
Albertson, Thomas E., 1st Lieut., B. H. 108.
Barnum, Spencer V., Captain, E. H. 28.
Batchelder, Marshall W., 2nd Lieut., E. H. 28.
Beddall, Samuel A., 1st Lieut., E. H.
Bloom, George H., 1st Lieut., E. H. 28.
Brecken, Harriss, 2nd Lieut., O. A. R. D.
Budreski, Alphones F., 1st Lieut., E. H. 28.
Campbell, James A., 1st Lieut., E. H. 28.
Chamberlin, Harry M., 1st Lieut., E. H. 28.
Christiansen, Hubert F., Captain, B. H. 108.
Crane, Harold L., 1st Lieut., B. H. 108.
Davis, P. R., 1st Lieut., B. H. 108.
Eubank, Beanford N., 2nd Lieut., O. A. R. D.
Epler, Jacob C., Major, E. H. 28.
Feinswog, Davis S., 2nd Lieut., E. H. 28.
Fiske, Harold A., Captain, B. H. 103.
Fraim, Irving W., Captain, E. H. 28.
Frisque, Louis L., Captain, E. H. 28.
Fritz, Peter J., 1st Lieut., B. H. 108.
Gibbons, Michael J., 2nd Lieut., E. H. 28.
Hannon, William C., 1st Lieut., E. H. 28.
Harrington, Earl V., 1st Lieut., E. H. 28.
Henry, John F., Carpenter, Casual U. S. N.
Higginson, John, Captain, E. H. 28.
Kahn, Lipman M., Major, E. H. 28.
Langston, Wann, 1st Lieut., B. H. 108.
Looze, Anthony J., 1st Lieut., E. H. 28.
MacMullen, Harlen, Captain, E. H. 28.
Maus, John P., 1st Lieut., B. H. 108.
Moltzen, Emery J., 2nd Lieut., B. H. 108.
Montague, Noys L., 2nd Lieut., E. H. 28.
Moynihan, Andrew E., Captain, E. H., 28.
Patterson, Harry B., Captain, E. H. 28.
Riely, William J., 1st Lieut., B. H. 108.
Rosenthal, Samuel E., 1st Lieut., B. H. 108.
Roskilly, Gerald C., 1st Lieut., E. H. 28.
Saunders, Joseph H., Captain, B. H. 108.
Savage, Philip M., Captain, B. H., 108.
Schenk, Myron C., 1st Lieut., B. H. 108.
Scharp, Covington H., 1st Lieut., E. H. 28.
Shaughnessy, Thomas A., Captain, B. H. 108.
Sievers, Robert C., 1st Lieut., B. H. 108.
Sylvester, Frank M., 1st Lieut., E. H. 28.
Sweek, William O., 1st Lieut., B. H. 108.
Tomkins, Charles R., 1st Lieut., E. H. 28.
Tucker, Frank De S., 1st Lieut., B. H. 108.
Van der Veer, Jr., Albert, Major, B. H. 108.
Wehrly, John, Captain, B. H. 108.
White, John F., Major, E. H. 28.
Wood, Rollin W., 1st Lieut., E. H. 28.
Young, Albert D., Captain, E. H. 28.

PASSENGER LIST

TRIP X—Sailed December 4, 1918

WOODROW WILSON ..... *President of the United States*
JOHN W. DAVIS ..... *American Ambassador to England*
COUNT V. MACCHI DI CELLERE ..... *Italian Ambassador to the United States*
J. J. JUSSERAND ..... *French Ambassodor to the United States*
ROBERT LANSING ..... *Secretary of State*

Alverson, L. T. ..... *Clerk*
Auchincloss, Mrs. Gordon ....
Ayres, L. P. ..... *Colonel, U. S. A.*
Beer, G. L. ..... *Specialist*
Bender, Robert ..... *United Press*
Benham, Miss Edith ..... *Secretary to Mrs. Wilson*
Benson, Mrs. W. S. .....
Blank, W. J. ..... *Ass't to Specialist*
Bowman, I. ..... *Specialist*
Bullitt, William C. ..... *Attached to Commission*
Campbell, J. M. ..... *Major, U. S. A.*
Cellere, Countess V. Macchi di
Cellere, Miss .....
Cellere, Master .....
Childs, T. M. ..... *Captain, U. S. A.*
Churchill, M. ..... *Brig.-General, U. S. A.*
Close, Gilbert F. ..... *Confidential Clerk to the President*
Coney, H. C. ..... *Clerk*
Creel, George ..... *Chairman of Committee on Public Information*
Crocker, Henry G. ..... *Ass't to Technical Advisor*
Davis, Mrs. John W. .....
Day, C. ..... *Specialist*
Dixon, R. B. ..... *Ass't to Specialist*
Dresel, E. L. ..... *Attached to Commission*
Farabee, Wm. C. ..... *Captain, U. S. A.*
Felio, L. F. ..... *2nd Lieut., U. S. A.*
Fenstermacher, H. N. ..... *Clerk*
Ferguson, Walter G. ..... *Secret Service*
Finch, Geo. A. ..... *Ass't to Technical Advisor*
Fitzgerald, John J. ..... *Secret Service*
Fleming, Victor ..... *1st Lieut., U. S. A.*
Fling, F. M. ..... *Major, U. S. A.*
Fosdick, R. B. .....
Frary, D. P. ..... *Ass't to Specialist*
Furlong, C. W. ..... *Major, U. S. A.*
Goldstein, H. ..... *Clerk*
Gray, L. H. ..... *Ass't to Specialist*
Gregory, George D. ..... *Clerk*
Grayson, Cary T. ..... *Rear Admiral, Medical Corps, U. S. N.*
Grew, Mrs. Joseph C. .....
Griffin, F. J. ..... *Major, U. S. A.*
Haskin, C. H. ..... *Specialist*
Harris, George H. ..... *Ass't Disbursing Officer of the Commission*
Harrison, Leland ..... *Ass't Secretary of the Commission*
Helms, Birch ..... *Major, U. S. A.*
Hersey, Prof. Amos S. ..... *Ass't to Technical Advisor*
Hornbeck, S. K. ..... *Captain, U. S. A.*
Heddle, J. K. ..... *Clerk*
Higgins, Miss R. W. ..... *Special Stenographer*
Jefferson, M. ..... *Specialist*
Jordan, R. H. ..... *Colonel, U. S. A.*
Jusserand, Madame J. J. .....
Kerner, P. J. ..... *Ass't to Specialist*
Knapp, Harry S. ..... *Rear Admiral, U. S. N.*
Landvoigt, Wm. A. ..... *Secret Service*
Lansing, Mrs. Robert .....
Lobeck, A. K. ..... *Ass't to Specialist*
Long, George E. ..... *Assistant*
Lord, R. H. ..... *Specialist*
Lunt, W. E. ..... *Specialist*
Lybyer, H. A. ..... *Ass't to Specialist*
Macatee, R. B. ..... *Clerk*
Marston, Hunter S. ..... *Major, U. S. A.*
McNeir, William ..... *Disbursing Officer of the Commission*
Mezes, S. E. ..... *Director of Specialists*
Mezes, Mrs. S. E. .....
Miller, Mrs. David H. .....
Moon, P. T. ..... *Ass't to Specialist*
Mundy, L. E. ..... *Clerk*
Murphy, Joseph E. ..... *Secret Service*
Nevin, John J. ..... *International News Service*
Patchin, Philip H. ..... *Ass't Secretary of the Commission*
Pratt, W. V. ..... *Captain, U. S. N.*
Probert, L. C. ..... *Associated Press*
Ronimus, L. W. ..... *Clerk*
Scott, James B. ..... *Major, U. S. A.*
Scott, Mrs. James B. .....
Seymour, C. ..... *Specialist*
Shotwell, J. T. ..... *Specialist*
Skinner, S. Y. ..... *Clerk*
Slosson, P. W. ..... *Ass't to Specialist*
Slye, John Q. ..... *Secret Service*
Smith, Sydney Y. ..... *Attached to the Commission*
Starling, Edmund W. ..... *Secret Service*
Storck, J. ..... *Ass't to Specialist*
Stratton, O. G. ..... *Ass't to Specialist*
Stubbs, J. B. ..... *Ass't to Specialist*
Sullivan, John L. ..... *Secret Service*
Sweet, R. C. ..... *Secretary to Mr. Lansing*
Sweem, Charles ..... *Private Stenographer to the President*
Welsh, C. B. *Clerk*
Westermann, W. L. ..... *Specialist*
White, Henry ..... *Commissioner Plenipotentiary*
Wilson, Mrs. Woodrow .....
Young, A. A. ..... *Specialist*

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Sundays & Holidays, 2 to 6 P. M.

Information for Borrowers

The length of time for which a book is issued is indicated on the dating slip.

Each book kept overtime is subject to a fine of two cents a day.

Fourteen-day and thirty-day books, unless reserved for other borrowers, may be renewed for like periods. If renewal is made by mail, the book-title, book-number, borrower's card-number, and date charged must be given.

Books should be examined for mutilations at the time of borrowing, as the last borrower is held responsible for damage.

Form Bp. 14,000 1-36 A